

# The Commercial & Financial Chronicle

INCLUDING

Bank & Quotation Section  
Railway Earnings Section

Railway & Industrial Section  
Bankers' Convention Section

Electric Railway Section  
State and City Section

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### CLEARING-HOUSE RETURNS.

The following table, made up by telegraph, &c., indicates that the total bank clearings of all the clearing houses of the United States for the week ending to-day have been \$3,374,450,611, against \$2,835,394,843 last week and \$2,448,043,264 the corresponding week last year.

Clearings—Returns by Telegraph, Week ending Sept. 18.	1915.	1914.	Per Cent.
New York	\$1,016,037,907	\$936,744,145	+72.5
Boston	119,443,749	97,937,801	+22.0
Philadelphia	134,537,246	112,839,426	+19.2
Baltimore	23,567,792	32,385,148	-27.2
Chicago	275,851,720	246,244,346	+12.0
St. Louis	68,831,750	60,036,189	+14.6
New Orleans	18,868,083	15,267,428	+23.6
Seven cities, five days	\$2,257,136,247	\$1,501,454,663	+60.3
Other cities, five days	562,941,417	560,002,943	+0.5
Total all cities, five days	\$2,820,077,664	\$2,061,457,606	+36.8
All cities, one day	554,372,947	386,685,658	+43.4
Total all cities for week	\$3,374,450,611	\$2,448,043,264	+37.9

The full details for the week covered by the above will be given next Saturday. We cannot furnish them to-day, clearings being made up by the clearing houses at noon on Saturday, and hence in the above the last day of the week has to be in all cases estimated, as we go to press Friday night. We present below detailed figures for the week ending with Saturday noon, Sept. 11, for four years:

Clearings at—	Week ending Sept. 11.				
	1915.	1914.	Inc. or Dec.	1913.	1912.
New York	\$1,647,310,486	\$856,624,692	+92.3	\$1,023,922,960	\$1,769,925,459
Philadelphia	126,690,407	109,702,892	+15.5	142,125,884	143,211,274
Pittsburgh	42,711,728	41,809,180	+2.2	52,904,563	53,358,796
Baltimore	26,190,246	24,546,715	+6.7	31,687,766	34,225,364
Buffalo	8,940,298	9,000,641	-6.9	11,080,597	10,851,969
Albany	4,333,114	4,448,485	-2.6	6,444,699	5,688,130
Washington	6,071,635	6,066,116	+0.1	7,023,627	6,561,978
Rochester	3,690,545	3,949,896	-6.5	4,470,677	4,653,086
Seranton	3,190,018	2,809,098	+11.6	3,026,694	2,400,000
Syracuse	2,126,248	2,020,188	+5.9	3,063,714	2,541,684
Reading	1,460,658	1,803,517	-17.3	1,803,275	1,815,612
Wilmington	1,663,670	1,362,633	+23.0	1,702,034	1,697,935
Wilkes-Barre	1,352,764	1,376,533	-1.7	1,604,291	1,411,390
Wheeling	1,625,227	1,681,061	-0.4	2,288,802	1,883,679
Trenton	1,876,728	1,810,323	+3.6	1,985,346	1,727,576
York	789,127	788,433	+0.1	828,174	869,048
Erie	950,000	939,037	+1.2	955,730	984,038
Greensburg	577,732	598,710	-3.5	600,000	512,371
Altoona	520,900	545,878	-3.8	602,805	516,422
Binghamton	634,106	604,100	+5.0	718,555	643,400
Chester	820,857	840,504	-0.3	869,121	615,777
Lancaster	1,360,455	1,461,438	-6.9	1,544,740	1,447,432
Montclair	821,716	311,856	+3.2	397,034	332,648
Total Middle	1,885,102,279	1,075,184,901	+75.3	1,901,340,448	2,046,674,968
Boston	109,586,517	91,840,118	+19.3	138,350,069	153,061,936
Providence	5,816,800	5,453,100	+6.7	7,451,000	7,602,500
Hartford	5,578,417	5,531,479	+0.9	4,236,059	4,390,815
New Haven	3,190,000	2,761,918	+12.3	3,254,951	2,806,585
Portland	1,727,103	1,710,811	+1.2	2,146,451	2,340,990
Springfield	3,067,278	1,979,899	+4.4	2,332,408	2,611,769
Worcester	2,100,000	2,035,874	+3.1	2,366,341	2,117,769
Fall River	887,357	912,141	-2.7	1,101,527	1,175,417
New Bedford	840,661	821,497	+2.3	1,114,401	1,118,134
Holyoke	548,383	621,867	-11.7	644,432	659,019
Lowell	654,793	618,084	+6.1	472,936	615,936
Hanover	393,856	346,185	+13.6	409,893	527,516
Total New Eng.	133,311,164	112,638,073	+18.3	163,880,468	180,141,454

Note.—For Canadian clearings see "Commercial and Miscellaneous News."

Clearings at—	Week ending Sept. 11.				
	1915.	1914.	Inc. or Dec.	1913.	1912.
Chicago	\$266,325,570	\$239,611,780	+11.6	\$304,521,725	\$293,094,872
Cincinnati	22,556,150	20,209,800	+11.6	25,586,250	26,950,750
Cleveland	23,440,066	17,833,242	+31.4	24,684,397	24,485,129
Detroit	24,411,941	21,931,227	+11.3	24,941,366	23,038,437
Milwaukee	13,956,723	12,566,472	+11.1	15,824,992	5,105,287
Indianapolis	8,139,255	7,052,436	+15.4	8,180,290	8,294,992
Columbus	6,024,900	5,318,800	+13.3	6,694,000	6,782,200
Toledo	5,633,703	4,768,001	+18.1	5,370,551	6,255,462
Peoria	3,300,000	2,605,011	+26.7	4,130,531	3,795,548
Grand Rapids	2,984,073	2,756,064	+8.3	3,165,463	3,040,663
Dayton	1,804,860	1,638,790	+10.1	3,070,791	2,200,351
Evansville	1,629,440	1,150,308	+41.7	1,284,284	1,225,444
Kalamazoo	481,801	480,933	+0.2	727,726	708,295
Springfield, Ill.	1,151,947	1,100,000	+4.7	1,232,149	1,177,000
Akron	1,788,000	1,172,000	+54.3	1,575,662	1,420,000
Fort Wayne	1,229,155	1,315,478	-6.5	1,367,122	1,134,944
Rockford	809,026	838,771	-3.5	834,222	718,935
Lexington	540,087	641,606	-15.8	642,473	876,786
South Bend	606,968	643,881	-6.7	600,515	614,000
Youngstown	1,256,277	1,318,381	-4.7	1,588,253	1,582,486
Bloomington	773,488	608,955	+27.1	781,068	787,040
Canton	1,676,431	1,385,079	+21.0	1,650,000	1,295,459
Chicago	791,512	691,883	+14.4	841,678	746,850
Springfield, O.	691,905	1,030,676	-36.3	806,751	694,356
Decatur	536,081	411,736	+30.2	576,266	605,543
Mansfield	454,854	450,698	+0.9	524,084	475,557
Jackson	484,284	528,175	-8.3	558,000	550,000
Danville	516,176	453,808	+13.7	445,251	432,337
Lima	490,221	463,674	+5.7	478,421	506,676
Lansing	405,000	444,455	-8.9	465,242	600,277
Jacksonville, Ill.	314,808	226,379	+39.1	355,584	324,716
Owensboro	304,049	394,241	-22.9	396,011	435,210
Ann Arbor	191,597	170,195	+12.6	161,156	156,174
Adrian	36,013	41,251	-12.7	57,929	52,349
Tot. Mid. West	395,936,361	348,700,265	+13.5	444,020,207	430,472,630
San Francisco	39,513,941	38,058,239	+3.8	48,980,547	52,416,219
Los Angeles	14,977,259	17,179,962	-12.8	22,256,369	21,505,275
Seattle	10,208,038	12,641,023	-19.2	14,586,323	14,586,323
Portland	9,682,224	10,949,675	-11.6	13,474,621	13,745,908
Spokane	3,771,000	3,726,663	+1.2	4,447,225	4,380,211
Salt Lake City	5,613,038	5,027,904	+11.6	6,203,439	5,855,994
Tacoma	1,848,541	2,528,283	-26.9	2,681,550	3,086,454
Oakland	2,752,074	2,902,171	-5.2	3,210,301	3,362,107
Sacramento	1,370,443	1,575,278	-13.0	2,205,601	1,865,563
San Diego	1,587,300	1,871,456	-15.2	2,484,123	2,887,415
Fresno	699,279	880,249	-21.4	1,055,019	1,117,223
Stockton	858,366	787,373	+9.0	974,902	1,336,500
San Jose	596,593	727,565	-18.0	750,000	690,693
Pasadena	665,847	608,032	+10.4	883,259	1,158,270
North Yakima	440,229	444,459	-1.0	492,829	432,978
Reno	230,000	291,711	-21.2	322,908	369,384
Long Beach	402,505	476,002	-15.4	522,000	522,000
Total Pacific	95,116,587	100,745,837	-5.6	124,950,537	126,540,571
Kansas City	63,910,939	57,696,462	+10.8	56,658,827	55,462,406
Minneapolis	21,893,912	29,183,489	-24.9	30,005,682	25,648,188
Omaha	17,100,000	17,033,065	+0.4	18,134,413	17,044,928
St. Paul	10,621,509	8,902,856	+19.3	9,879,751	9,813,127
Denver	7,956,164	7,910,659	+0.6	8,703,539	10,568,716
St. Joseph	6,752,301	5,119,422	+31.9	7,443,884	8,173,617
Des Moines	5,315,358	4,344,319	+17.0	5,390,984	4,346,593
St. Louis	2,800,000	2,758,506	+1.5	3,339,308	3,104,839
Lincoln	4,974,369	5,805,896	-27.7	8,104,795	5,349,015
Wichita	3,415,336	3,415,638	-0.1	3,687,413	3,542,174
Lincol	1,845,679	2,139,733	-13.7	1,949,745	1,767,881
Topeka	1,523,287	1,523,025	+0.02	1,654,218	1,427,039
Davenport	1,649,700	1,217,785	+35.4	1,425,000	1,499,906
Cedar Rapids	1,480,000	1,443,271	+2.6	1,832,821	1,287,566
Fargo	1,221,888	1,161,290	+5.2	1,542,181	1,514,464
Colorado Springs	675,504	623,759	+8.3	707,577	792,507
Pueblo	361,288	679,128	-46.8	690,526	670,844
Freemont	368,804	423,730	-15.1	418,077	323,090
Waterloo	1,332,652	1,226,866	+7.8	1,632,348	1,658,169
Helena	1,000,000	1,113,025	-10.2	1,292,865	1,250,000
Aberdeen	550,000	768,999	-28.5	411,125	491,416
Hastings	238,227	499,044	-52.3	210,433	210,415
Billings	400,000	402,511	-0.7	446,068	418,077
Tot. oth. West	156,696,017	155,681,290	+0.6	165,165,170	155,938,318
St. Louis	60,020,924				

### OUR CONVENTION NUMBER.

With to-day's issue of our paper we send to our subscribers our "Bankers' Convention" Section, reporting the proceedings of the Convention of the American Bankers' Association held at Seattle last week. This Convention number gives all the papers and addresses read and delivered before the Convention, and also the proceedings and discussions on the floor, including the deliberations of the Trust Company Section and the Savings Bank Section, besides the papers read before the Clearing House Section.

### THE FINANCIAL SITUATION.

In connection with the European war, Great Britain is being called upon to solve some tremendous financial problems, of which the one delegated to the joint Anglo-French commission now in this country is perhaps no more important than many others. Nevertheless, it is taken for granted that the United Kingdom will prove equal to the task. Certainly up to this time no person of consequence has dared to suggest that British resources were being exhausted or the country's financial strength becoming impaired. In another direction, however, there would seem to be occasion for real uneasiness. In other words, there appears ground for the fear that Great Britain may not prove equal to the physical demands that may be made upon her.

The statement made in the course of the debate in the House of Commons on Thursday by James Henry Thomas, Laborite, is startling in the revelation it furnishes of the extent to which the Government in power is at the mercy of labor unions and the desperate measures the labor leaders are prepared to resort to in order to attain their ends. James Henry Thomas is Assistant General Secretary of the Amalgamated Society of Railway Servants, and he declared that every lodge of the railway union had informed the Executive Committee that on the introduction of conscription the men would stop work. "If the conscriptionists want an industrial revolution," he is represented as saying, "let them proceed with their agitation." Think of a Government charged with the conduct of a great war being in such a helpless and so humiliating a position. But have Messrs. Asquith and Lloyd George any one to blame except themselves for all this? Have they not by their political policies taught the laboring classes that they had a right to expect to rule?

Even before this week's challenge to the Government it had long been plain that Great Britain was completely in the grasp of the labor unions, who were exercising their powers in such a despotic way that the Government was finding its energies in great measure paralyzed, leaving it crippled and helpless. The Ministry cannot take a step or make a move without the approval and consent of these unions. Nominally Great Britain has a coalition Government composed of all the different elements of her political life, this coalition Government having been formed for the purpose of more effectually uniting the country for the single purpose of carrying the war to a successful conclusion. Actually, the men at the head of affairs, namely Messrs. Asquith and Lloyd George, are the same persons who have been at the Government helm for so many years.

The cardinal feature in the political doctrines of Premier Asquith and Lloyd George has been the

complete subserviency of Government to the labor element. Laws without number have been enacted to placate the labor forces, while at the same time steadily increasing exactions have been heaped upon capital. So powerful has the labor element been in Government counsels under the regime of Asquith and Lloyd George that now the labor leaders, at a most crucial period in the nation's history, conscious of their strength, refuse to release their hold. It is no longer a question what the Government may think is best for the country, but what the labor unions may see fit to allow to be done. A power outside the Government has grown up more powerful than the Government itself, and which indeed holds the Government in complete subjection.

Lloyd George, appreciating the dangers that confront Great Britain in the present gigantic conflict, is now making fervent appeals to the patriotism of the laborites, seeking to make them feel that in this hour of great trial there is a higher duty than selfish devotion to class interest, but it is now too late. He has too long been teaching them that the interest of labor must always be held paramount and its demands enforced at all hazards and at whatever cost. These laborites find it impossible to see why this rule should not apply now. They have been dictating and the Ministry has been responding, and they want to continue dictating. Lloyd George is supposed to have great influence with the laboring population because he has throughout his political career advocated special legislation for labor. The fact is he is influential simply because he has done the bidding of the labor leaders, and he cannot now pursue an independent course without running the risk of finding himself quickly outside the breast-works.

There is something pitiable about the appeals he is now making to induce the British citizen to do his duty. But these appeals throw light on the dire predicament of Great Britain where, with boundless financial resources, the Government finds all its energies crippled by the blind adherence of labor union leaders to union rules and regulations intended to benefit the labor people alone.

Mr. Lloyd George has been talking in an unusually frank manner lately in order to awaken the people to a realizing sense of the danger involved in attempts seeking to promote selfish class interest. Speaking on Thursday of last week at the Trade Union Congress, he set out certain facts with regard to the attitude of labor unions that go a great way to explain Great Britain's lack of progress thus far in her prosecution of the war. "Unless," he told the Congress, "the unions allow unskilled men and women to do, as far as they are able, work hitherto done by skilled men, unless they allow, in fact, an unqualified relaxation of the union rules, we are making straight for disaster. Every hour counts, every hour means death, every hour takes us further from victory and nearer defeat, unless it is an hour spent by the nation in putting its whole strength into this great struggle for victory and freedom for the democracies of Europe."

This account of what he said we find in a cable dispatch printed in the New York "Times" of Friday of last week, and the striking part of the address is that Mr. Lloyd George takes occasion to point out how severe the Government has been in its treatment of capital. "The State," Mr. Lloyd George declared, "had kept its bargain with labor by abolishing

war profits in the munitions factories employing no fewer than 95% of the workers engaged. Had labor shown equal readiness to fulfill its side of the agreement? The answer was a reluctant no. In some factories, including the Government arsenal at Woolwich," said the Minister, "the output was being restricted, in others men were refusing to work beside unskilled hands, and this at a time when 80,000 more skilled men and 200,000 more unskilled men and women must be employed if the Government was to carry out its program and the country play the part now inevitably assigned to it in the Allies' campaign."

With flashing eyes and upraised hands, we are told, in a voice that rose and fell in every gradation of appeal and challenge, sometimes begging, sometimes exhorting, but "always vibrant with the emotion of a patriot," Mr. Lloyd George "drove the moral of hard facts into the hearts and consciences of hearers never before touched with so sure a hand on every chord of feeling and reason."

What response did the labor delegates make to this appealing address? By an absolutely unanimous vote the 610 delegates present at the Trade Union Congress, and representing 3,000,000 workers, registered their opposition, it is stated, to conscription. No reliable evidence has been produced, the resolution said, to show that the voluntary system of enlistment is not adequate to meet all the requirements of the British Empire. Such an outcome was, of course, to be expected. Indeed it was absurd to suppose that these labor delegates would heed what Lloyd George had to say, since they knew that for the success of his future political career he would have to be governed by their wishes and desires. This gives to the suggestion that came yesterday that he will insist on conscription or else resign, an element of the grotesque. Worse things might happen than the resignation of either Lloyd George or Premier Asquith, and obviously, if there is to be conscription, Lloyd George is not the man to carry out the policy, since the labor leaders look upon him as a man to receive orders, not to give them. They could never respect him in his new role.

It is obvious that Lloyd George understands fully the urgency of the situation, for the present week, in writing the preface to a collection of his speeches and pronouncements since the beginning of the war, he dealt even more frankly with the situation, saying:

"A shrewd and sagacious observer told me the other day that in his judgment the course pursued by this country during the next three months would decide the fate of this war. If we are not allowed to equip our factories and workshops with adequate labor to supply our armies because we must not transgress regulations applicable to normal conditions, if the practices are maintained which restrict the output of essential war material, if the nation hesitates when the need is clear to take the necessary steps to call forth its manhood to defend its honor and existence, if vital decisions are postponed until too late, if we neglect to make ready for all probable eventualities, if, in fact, we give ground for the accusation that we are slouching into disaster as if we were walking along the ordinary paths of peace without an enemy in sight, then I can see no hope.

"But if we sacrifice all we own and all we like for our native land, if our preparations are characterized by grim resolution, and prompt readiness in every sphere, then victory is assured."

We are thus getting an insight into the internal troubles which so hamper the activities of the British Gov-

ernment in the prosecution of the war—the very Government which has been so assiduous in promoting the interest of the labor element. The situation is obviously fraught with great peril and one wonders what will be the outcome of the struggle between the labor leaders, unwilling to release their grip, and the officials of the Government. A rupture in the Cabinet, with the elimination of Lloyd George and even Mr. Asquith, might not be a bad thing, provided they were replaced by men who owed nothing to the labor element and therefore could proceed in disregard of it. We notice that a leading Canadian banker who recently returned from a visit to Great Britain was quoted in the "Evening Sun" of Sept. 4 as saying that "at so awful a moment they (the political leaders) are thinking of placating this or that element among the voters. Even the very highest in the State are not indifferent to these sordid and petty and personal considerations."

The lesson ought not to be entirely lost on us. In this country also we have been making concession after concession to the labor element only to find that the more that was granted, the more that is still wanted. Should our moment of trial also come would this labor element treat us any differently from the way they are now treating the British Government? Is not that a matter to be carefully considered, at a time when so much attention is being given to the subject of putting the United States in a state of preparedness for war? All our efforts might count for nothing if Mr. Gompers, for instance, should set himself up as an independent power and undertake to decide what should and what should not be done, regardless of the consequences to the country.

Our compilation of building operations for which contracts were arranged at 159 cities of the United States in August 1915 furnishes rather more evidence of a revival of activity in construction work in some sections than did the statements for most earlier months of the current year. At the same time, however, it is not to be inferred that the situation in this important industry is approaching a normal status. On the contrary, in many localities, especially at the South and on the Pacific Slope, much less has been done than for some little time past. Comparison with the corresponding period of 1914 is quite favorable on the whole, but it should not be forgotten that the breaking out of the war in Europe at this time last year acted as a check to building, as well as adversely affecting our affairs in many other directions, and that factor must be taken into account. It may be mentioned that large gains are reported at Chicago, Philadelphia, Kansas City, Buffalo, Milwaukee, Detroit, Minneapolis, St. Paul, Portland, Ore., Syracuse, Washington, Hartford and Bridgeport. Important losses, however, are to be noted at Pittsburgh, Newark, Baltimore, Albany, Cleveland, Seattle, San Francisco and many Southern municipalities. Our compilation for the 159 cities furnishes a total of \$70,333,787 for August 1915, against \$64,039,053 in 1914. Compared with 1913 there is also a small gain, but contrasted with 1912 there is a moderate loss. For Greater New York the result is quite a little better than a year ago, \$15,620,021, contrasting with \$10,831,353, due to important increases in the Boroughs of Manhattan and Queens. Ex-

clusive of Greater New York the contemplated outlay aggregates \$54,713,766 for 1915, against \$53,207,700 for 1914 and \$59,003,371 in 1913, with the exhibit most favorable in New England and the Middle West.

For the eight months this year's operations in Greater New York have been greater than in 1914 or 1913, \$124,977,087, comparing with \$105,237,260 and \$112,641,816—but there is a decline of 37 million dollars from 1912. Outside of this city the decrease from a year ago is 67½ million dollars (\$411,411,271, against \$478,817,530) and for the whole country (159 cities) the projected expenditure at \$536,388,358, is the smallest of any year since 1908, comparing with \$584,054,790 last year and over 666 million dollars in 1912—this the high record total for the period. On the Pacific Slope the decrease from last year is conspicuously large and losses of greater or less extent are recorded in all other sections except New England, where, as heretofore stated, the increasing manufacture of fire-arms, explosives, &c., for the Entente countries has acted as a decided stimulus to activity this year.

Canadian building operations, as has been the case for a considerable period, make a distinctly poor showing for August, even as compared with the decidedly contracted total for the month last year, when the opening of hostilities in Europe left a marked impress upon the industry. For August the returns from 40 cities furnish an aggregate of prospective outlay of only \$2,282,961, against \$5,147,581 in 1914 and some 12 millions in 1913. The eight months' total for the identical 40 cities (27 in the East and 13 in the West) reaches but \$20,741,902, or 55 million dollars less than last year.

Transvaal gold mining operations continue to show very satisfactory results, the yield of the metal for the latest month (August), as announced by cable, having been in excess of any preceding month of the current calendar year and, in fact, of any month since May 1913, while establishing a new high mark for the particular period covered. Moreover, it is becoming increasingly evident that to no discernible extent has the war in Europe been a factor in mining operations in the world's premier gold field, as with the period of labor troubles further and further removed, operations are approaching a normal plane, with a succession of new records the prospect of the future. The August 1915 product is stated at 778,763 fine ounces, against 711,917 fine ounces in 1914 and 764,737 fine ounces in 1912. The eight months' yield of 1915 stands at 5,957,166 fine ounces, or 425,917 fine ounces greater than for the like interval of 1914 and but 66,740 fine ounces less than in 1913. This latter decline, however, is fully counterbalanced by gains elsewhere in Africa and the same is equally true of the loss the Transvaal shows from the record yield of 1912. It is therefore highly probable that the gold production of the whole of Africa for the full 12 months of 1915 will exceed that of any earlier year.

The British Parliament re-convened on Tuesday. It is understood that the session will by agreement be devoted almost exclusively to war finance. Reginald McKenna, Chancellor of the Exchequer, will introduce his first Budget on Sept. 21 or 23. It is predicted that the income tax will be greatly in-

creased and the exemptions from taxation reduced. Reports, which probably are little more than guesswork, also state that the duty on tea is to be increased to 1 shilling a pound and that the duties on petrol, wines, spirits, sugar and tobacco, and especially cigars, are to be severely increased. Apart from these matters of new revenue, quoting press dispatches, a bold line of action will undoubtedly be taken on taxation of war profits, not only on munitions but on industries like shipping, which are amassing enormous sums as a result of the war. Wholesale distributors of foodstuffs are mentioned as likely to be called upon for large contributions to the Exchequer. The imposition of taxes on imported luxuries, including automobiles, is being canvassed, either as a means of raising revenue or assisting national economy and righting the exchange market by decreasing imports. Other taxes which have been suggested are upon railway tickets, theatres, motion pictures, automobiles, carriages and employers of domestic servants. An increase in charges for letters, telegrams and telephones, all of which are under Government control, is declared to be a further possibility. It is supposed to be the intention of the Chancellor of the Exchequer to provide by means of this taxation a clear increase of a hundred million pounds per year, the greater part of which will come, it is expected, from the increased income tax. It is estimated that the total income of the inhabitants of the British Isles is £2,400,000,000 a year; of this less than £1,000,000,000 is now assessed for taxation. The new legislation is expected to reach at least £700,000,000 more. For the small workman, it is possible that the collection of a tax may be made in weekly installments by means of stamps affixed to a weekly war tax card.

On Wednesday in the House of Commons the Premier, Mr. Asquith, and in the House of Lords Earl Kitchener, Secretary for War, explained very frankly the financial and military situation preparatory to a request for another vote of credit. This credit was finally authorized. It amounts to £250,000,000 and is the seventh vote of credit that has been adopted in the Commons since the outbreak of the war. The new vote brings the total up to £1,262,000,000 (\$6,310,000,000). The Premier warned his hearers that although the war expenditure was now averaging more than £3,500,000 a day, there was more likelihood of an increase than a decrease in the near future, owing to advances by Great Britain to her Allies and Dominions. These had already reached the large total of £250,000,000. The Premier estimated roughly that the weekly gross expenditure henceforth will not exceed £35,000,000. It was his opinion that the new vote would carry the country through to the third week of November.

Since the war began, he said, nearly 3,000,000 men had enlisted in the army and navy. Besides 800,000 persons were now engaged in the manufacture of munitions. But both totals would have to be increased, and he appealed to the women of the country to give their assistance, believing that they would in this way make "a gigantic stride toward the solution of one of their most pressing problems." Mr. Asquith admitted candidly that mistakes had been made, and added: "I do not say even that we are doing all we might or even all we ought to do." He however protested against the attempts of a section of the press to "belittle and disparage our efforts." Lork Kitchener was inclined to be optimis-

tic. "The Germans," he said, "appear almost to have shot their bolt. Their advance in Russia, which at one time averaged five miles a day, now has diminished to less than one mile a day." Referring to the Russian army, the Secretary for War declared that, far from falling out of the fighting list, as Germany fondly hoped, it is still a powerful and undefeated unit, and the determination and confidence of the troops fortified by the increasing supplies of munitions have risen in proportion to the strain imposed upon them.

Lord Kitchener described the response for a call for recruits as "marvelous," adding however: "But the problem how to insure the field force being kept at full strength is engaging our close attention and will, I hope, soon receive a practical solution. I do not for one instant doubt that whatever sacrifice may be proved necessary will be undertaken cheerfully by our people." This was the only portion of the speech which may be considered a reference to the possibility of conscription. Nevertheless, conscription has become a very widely and excitedly discussed subject in the United Kingdom at the present time. An indication of this is a statement in the course of the debate in the House of Commons on Thursday by James Henry Thomas, Laborite, who is Assistant General Secretary of the Amalgamated Society of Railway Servants, that every lodge of the Railway Union had informed the executive committee that on the introduction of conscription the men would stop work. "If the conscriptionists want an industrial revolution let them proceed with their agitation." A political sensation was caused in London yesterday (Friday), by publication in the "Daily News" of an alleged decision on the part of the minority in the British Cabinet to force through at the present session of Parliament a law making military service compulsory. The newspaper in question declared that if the coterie of ministers favoring conscription fail in their fight, the Cabinet will be disrupted. David Lloyd George is declared to be the leader of the pro-conscription group and to have as associates A. Bonar Law, Secretary of State for the Colonies; Winston Churchill, Chancellor for Duchy of Lancaster; Lord Curzon, Lord of Privy Seal; and Sir Edward Carson, Attorney-General. The "Daily News" says that these leaders have pledged themselves to resign from the Government if their fight fails.

An Imperial Ukase was issued in Petrograd on Thursday calling to the colors reserves of the territorial army. Assuming that the age limit has been fixed at 35 years, the call means a possible addition of 8,000,000 men to the Russian armies, including men who had passed through the first line of reserves and those who heretofore have been exempt. The French Parliament has before it a bill calling to the colors a contingent of 400,000 young men who in time of peace would begin military service in 1917. They are 18 and 19 years old. The bill was presented in the name of President Poincare. A memorandum written by M. Millerand, the Minister of War, accompanied the measure. It says: "To-day the contingent of 1916 completed their training. They now are in their camps awaiting employment. They will be sent to reinforce the armies in the course of the autumn. It appears now to be necessary to anticipate, in the event of the need of the contingent of 1917 for next spring. The minimum

time for training is five months. It will be necessary, therefore, to call out this contingent in October, or, at the latest, in November." The bill also authorizes the Government to retain at its disposition the class of 1888, which, under the old laws, would be automatically released from obligation to serve. These are men forty-eight years of age. They have not yet been called out.

The Russian Cabinet resigned on Saturday last and a coalition cabinet, it is announced, will be formed in its stead. Some of the former ministers have posts in the new body, but it is expected that M. Goremykin, who as President of the Council of Ministers, served as Premier, will retire from active service. Meanwhile, the Russian Duma was prorogued on Thursday until the middle of November by order of the Czar. The final session lasted but three minutes. A dispatch from Petrograd declares that the prorogation was most unpopular. The radical paper "Den," which has always been the severest critic of the Duma, said: "The country was dissatisfied with the Duma, but it was her Duma, her organ incarnating her hope and her strivings."

An official statement by the Russian War Office at Petrograd, issued yesterday, outlining conditions on the front from the Baltic provinces to Galicia, re-asserts successes over the Austro-Hungarians in the Tarnopol district and along the River Stripa. The Germans, the statement declared, were repulsed southwest of Dvinsk, but it admits that they have crossed the Viliya northwest of Vilna and that the Russians have fallen back at Pinsk. The Austrians are said also to be holding the fords of Stripa. According to press advices, rear guard battles are being fought all along the Eastern front from Riga to the Rumanian border, and while the Germans continue to advance slowly in the north and centre, the Russians in the south seem to be repeating their successes against the Austro-Germans. While these Russian victories not unnaturally are welcome in Russia and the Allied countries, as an evidence that the Russian armies are still able to take the offensive when well supplied with ammunition, there is an inclination, according to military critics, to exaggerate their importance. The engagements, however, keep the Austro-Germans busy and make it imperative to send re-enforcements southward which could be used to better advantage in the north where operations of much greater moment are being directed by Field Marshal von Hindenburg. This General, who began his offensive against the Vilna-Dvinsk railway a week ago, has not yet established himself on the line, his cavalry having been driven back. Nevertheless, he has forced the Russians across the Dvina River north of Dvinsk, placing that city in a rather dangerous position, and also has made some progress north of Vilna. To the south of the latter city, towards Grodno, the Russians are offering stubborn resistance and have the Germans firmly held. Something of the same kind has happened in the centre since Prince Leopold has been delayed in his advance. Field Marshall von Mackensen has passed his forces through the Pripet marshes and is now in possession of Pinsk. From this point southward the Russians are advancing and have re-occupied a number of villages.

In the Dardanelles there is little in the press accounts to justify any direct statements that progress

has been made. The British losses in that campaign have totaled 87,630 up to Aug. 21. During the first year of the war the total British casualties in all fields were 381,982, according to an official statement made in Parliament this week. Of this number 75,957 were killed and 251,068 wounded, while 54,957 are missing and supposed to be either dead or prisoners of war.

In the western fields of operations there have been no sensational developments during the week, although the British and French troops are said to be keeping up a persistent artillery bombardment on the German lines. German Zeppelins have made six air raids on England during the last ten days. The damage, so far as the British censors have permitted the news to be cabled, has not been important.

The German Ambassador in Washington, following the refusal of President Wilson to accept the explanation in the recent German note of the sinking of the Arabic, has cabled to his Government features of the evidence on file at our State Department. Such evidence is very clear that the steamship was not attempting to ram the submarine. The Ambassador again has declared that this incident will be settled to the full satisfaction of the United States and Washington is inclined for the present to leave the negotiations in his hands. Meanwhile the German Government in a note from its Foreign Office to our Ambassador in Berlin has filed a qualified disclaimer of responsibility for the sinking of the steamship Hesperian. On the face of the evidence thus far at hand Berlin is satisfied that the vessel was not sunk by a German submarine, as no vessel of that description was in the vicinity on the date of the accident. The German contention is that the vessel must have hit a mine. Washington is now inclined to take that view in the absence of specific evidence to the contrary.

Because of the inability of certain of the Latin-American members of the Mexican "Peace Conference" to reach Washington in time, Secretary of State Lansing announced that the meeting scheduled for Tuesday afternoon would be held in New York to-day (Saturday). The conferees, the Secretary said, then will consider the reply of General Carranza and the counter reports of Generals Villa and Zapata. It was said that no developments in Mexico or any change of policy by the United States figures in the postponement of the conference.

The members of the Anglo-French Commission who are in New York to discuss the establishment of a loan or credit in this country by which the sterling and French exchanges can be adjusted to more nearly normal conditions, have had an active week. Reports at the close indicate that they have made distinct progress. The utmost secrecy has attended their sessions, and the net result will not be known until official announcement is made, which, there is reason to believe, will be in the quite near future. The Commissioners without exception may be said to have produced an excellent impression in financial circles here because of their frankness and the tact they have invariably displayed. At first there was a tendency to believe that the negotiations would be conducted on the basis of a full billion-dollar loan secured by a series of British Treasury notes or bonds whose maturities were to extend from two to ten

years. There was, too, some insistence on the part of American bankers at the outset of the necessity of depositing collateral for the loan. It is understood, however, that the negotiations during the closing days of the week did not contemplate the deposit of collateral.

There is also reason to believe that instead of a billion dollars the total amount will not exceed \$750,000,000 and may be as low as \$500,000,000. The rate of interest, it is expected, will be 5% net; that is to say, any necessary commissions for underwriting, &c., will be paid by the borrowers. The bonds or notes are to be accepted as a first lien by both the English and French governments, and will not be subject to income taxation in either country. That the negotiations are very close to the point of completion is suggested by the fact that James J. Hill and a number of Western financial authorities who have been in close touch with the Commission are leaving for their homes to-day. The loan presumably will be underwritten before it is announced. One phase of the reports that have come from the conferences is that the credit when arranged shall not be utilized for the purchase of war material, but that both England and France are to continue to send gold to this country to make payments on contracts of this character. As we already have noted, however, the details of the conferences and the plans have been so completely guarded that it is not desirable to attempt definite forecasts of the final plan.

By a decision on Thursday of the British Prize Court, American packing house products, said to be valued at about \$15,000,000, were confiscated to the Crown. The decision was handed down by Sir Samuel Evans and, with the exception of the Cudahy Co., all American beef packers lost their appeals in the cases of various ships laden with beef products that had been seized on the ground that their cargoes were on their way to Germany. These cases have been the subject of much diplomatic correspondence. Sir Samuel held that nearly all of the goods were intended mainly for the use of German military and naval forces. To rule otherwise, he said, would be to allow one's eyes to be blinded by theories and technicalities. The ships seized were, he said, carrying towards Copenhagen, when captured, more than thirteen times the amount of goods which under normal conditions would have been taken to that port. That fact gave practical and overwhelming assurance that the goods were intended to find their way to Germany, although of course, it did not prove conclusively that they were destined for that country. Sir Samuel gave leave to appeal, fixing security for the costs at \$20,000, divisible among the applicants. He also gave the Crown attorneys leave to appeal in the cases of the Cudahy and other claims which were allowed.

The London market for securities has been without activity this week awaiting results from two influences of importance that are pending. First of these influences is the result of the negotiations at New York for a large credit; and second the British Budget, which is to be promulgated next week and will enable British operators to judge the extent of the increased burdens that are confidently expected to be imposed by a much higher income tax. The

general tax at the present time is about 12½%. Some correspondents cable that it may be advanced as high as 25%, though this is as a general rule considered too oppressive to be a practical proposition. As is usual, however, the terms of the forthcoming Budget are maintained with absolute secrecy. While the increase in the tax may possibly not fulfill the highest estimates, there seems excellent reason for the belief that the exemptions of the smaller classes of incomes from taxation are to be still further curtailed. As to the loan negotiations in New York, London operators appear to be quite as much in the dark as those at New York. Nevertheless, the higher grade of investment stocks were well maintained on the London Exchange, though the war loans were under some pressure early in the week. Canadian Pacific declined moderately, owing to the death of its President, Sir William Van Horne, early in the week. The war loans were inclined to greater firmness after the call on Tuesday of the regular 10% installment, involving, it is estimated, about £30,000,000. This transaction, however, did not appreciably influence the London money market. The foreign section of the London market is in more or less neglect, awaiting the results of the Paris settlement which is scheduled for Sept. 30. No definite action has thus far been taken on the proposed reduction of the minimum prices on the London Stock Exchange. The subject seems for the moment to have been shelved awaiting action on the Budget and the American loan.

The Paris Bourse Parquet will on Sept. 30 liquidate its own outstanding obligations besides advancing funds to the Coullisse to settle differences on that market. Dealings for the new account are now permitted provided funds or stocks are deposited in Paris with orders that they are not subject to the month-end settlement. It is expected that pre-war contracts in rentes will be liquidated at the basis of the last quotation (79.85) prior to the closing of the Bourse in July 1914.

With the resumption of time bargains on the Paris Bourse, it is considered not unlikely that there will be a corresponding improvement in the volume of activity. The French Minister of Finance, M. Ribot, confirmed on Wednesday his previous intimation that the Government would soon issue a large loan. Settlements of balances on Bourse transactions that have remained open since the outbreak of the war will, he explained, be made on Sept. 30. This settlement would not be obligatory. It would be optional on terms decided upon and facilitated by a loan of 75,000,000 francs at 6%, made by the Bank of France to the Governing Committee of brokers. The settlement, he said, would be made on the basis of the closing prices of July 31 1914. The Finance Minister added that the Government's 3% bonds on the market would be absorbed by one of the great financial houses which had consented to take them as fast as they were offered. Consequently, these bonds will not depress the market. M. Ribot is quoted by the "Temps" of Paris as saying: "Thanks to these arrangements made by financiers, in accord with the Ministry of Finance, the market little by little will become normal." On the assembling of the French Parliament on Thursday, M. Ribot's memoranda accompanying the bill introduced in the Chamber of Deputies, appropriating 6,200,000,000 francs (\$1,240,000,000) for the expenses of the last quarter of

the year, say that France already has advanced 650,000,000 francs (\$130,000,000) to her Allies. According to the most recent financial reports, M. Ribot added, the average monthly war expenses of Russia are 1,800,000,000 francs (\$360,000,000); Germany's monthly war expenditures approached 2,500,000,000 francs (\$500,000,000), while Great Britain's exceeded this amount. Tax receipts of the French Government during August were 242,000,000 francs (\$48,500,000), or only 50,000,000 francs (\$10,000,000) less than in August 1913. The Ministry of Finance, commenting on the details of this, affirms that they indicate the progressive recovery in the economic life of the country. The French Cabinet decided on Tuesday to create an Under Secretaryship of State for Aviation and Aeronautics. The new post was given Rene Besnard, who previously has served as Minister of Labor, Minister of Colonies and Under Secretary of Finance.

The official bank rates of Europe remain without change from 5% in London, Paris, Berlin, Vienna and Copenhagen; 5½% in Norway, Sweden and Portugal; 6% in Italy and Russia, and 4½% in Switzerland and Amsterdam. Open market rates in London are 4½%@4¾% for short and 4 11-16@4¾% for long bills. A week ago sixty-day bills were quoted at 4¾% and ninety at 4¾@4⅞%. Day-to-day funds at the British center continue at 3½@4%. A private discount rate of 3⅜% is reported from Berlin; otherwise the open market rates on the Continent are understood to be entirely subject to private negotiations based on the official Bank rates.

A further decrease of £3,741,384 in its gold holdings was reported by the Bank of England this week, while the total reserve decreased £3,466,000 (note circulation having shown a contraction of £275,000); public deposits decreased £8,013,000, other deposits increased £4,226,000, while other securities (loans) decreased £275,000. The Bank's gold holdings now stand at £63,737,837, against £48,720,492 a year ago and £42,007,766 in 1913. The reserve totals £50,672,000 against £32,547,762 one year ago and £31,761,426 in 1913. The proportion of reserve to liabilities decreased to 23.92% against 25.11% a week ago and comparing with 21.18% in 1914 and 60.75% in 1913. The loan item aggregates £144,954,000 against £113,792,525 in 1914 and £26,308,517 in 1913. There was an increase last week of £2,449,000 in the amount of Treasury bills outstanding. The Bank reports the amount of currency notes outstanding as of Sept. 11 at £60,403,562 against £57,747,034 the week preceding. The amount of gold held for the redemption of such notes remains at £28,500,000. Our special correspondent furnishes the following details by cable of the gold movement into and out of the Bank for the Bank week: Inflow, £2,875,000 (of which £775,000 bar gold, £2,000,000 foreign gold coin bought in the open market and £100,000 released from miscellaneous accounts); outflow, £6,616,000 (of which £250,000 bars and £1,492,000 foreign gold coin sold in the open market, £200,000 to Spain, £2,640,000 to America, £50,000 to Switzerland, £500,000 ear-marked Egypt, £100,000 Straits and £1,384,000 net sent to the interior of Great Britain). We add a tabular statement comparing for the last five years the different items in the Bank of England return:

## BANK OF ENGLAND'S COMPARATIVE STATEMENT.

	1915. Sept. 15.	1914. Sept. 16.	1913. Sept. 17.	1912. Sept. 18.	1911. Sept. 20.
	£	£	£	£	£
Circulation.....	31,515,000	34,022,730	28,096,340	28,547,975	28,955,915
Public deposits.....	121,574,000	18,643,497	9,629,267	15,884,550	11,901,074
Other deposits.....	90,168,000	135,042,671	42,630,196	46,355,339	45,554,393
Government securities.....	34,418,000	25,669,025	12,453,405	13,367,655	14,097,524
Other securities.....	144,954,000	113,792,525	26,308,517	35,597,638	29,080,887
Reserve notes and coin.....	50,672,000	32,547,762	31,761,426	31,534,460	32,572,834
Coin and bullion.....	63,737,837	48,720,492	42,007,766	41,632,435	43,078,749
Proportion of reserve to liabilities.....	23.90%	21.18%	60.75%	50.64%	50.75%
Bank rate.....	5%	5%	4½%	4%	4%

Another increase, namely 60,118,000 francs, in its gold holdings is reported by the Bank of France in its current weekly statement. This indicates the continued activity with which the precious metal is being turned in by the working classes for Government paper. The silver holdings increased 295,000 francs, note circulation showed a further expansion of 43,992,000 francs, general deposits increased 122,555,000 francs, discounts decreased 18,028,000 francs and treasury deposits increased 18,586,000 francs. The Bank's advances were reduced 1,482,000 francs. The Bank's gold stock, once again at a new high level, stands at 4,437,476,000 francs and compares with 4,141,350,000 francs in 1914 and 3,447,950,000 francs in 1913. The silver stock aggregates 354,576,000 francs against 625,325,000 francs one year ago and 639,300,000 francs in 1913. Note circulation is almost exactly double that of a year ago, standing at 13,265,941,000 francs against 6,683,184,785 in 1914 and 5,521,234,065 francs the year preceding. General deposits aggregate 2,541,217,000 francs. A year ago the total was 947,571,861 and two years ago 670,575,740 francs. Discounts aggregate 2,351,565,000 francs against 2,454,280,425 francs and 1,408,834,115 francs one and two years ago, respectively. The Bank of France suspended publication of its statement last year as soon as the war began and did not resume until Feb. 4 1915; hence no closer comparison with last year's condition than as of July 30 was available. These are the 1914 comparisons that are mentioned above.

In local money circles there is no suggestion of any renewal of firmness, notwithstanding that we have about reached the period of greatest activity in connection with the requirements of the crops and that representatives of Great Britain and France are at this center negotiating a loan of large proportions. The fact that these negotiations are not proving an influence of higher interest rates is not altogether surprising in view of the excessive supply of funds throughout the country, and the fact that it is not the purpose to withdraw any part of the proceeds of the loan or credit from the country. These proceeds will merely be placed on deposits with American banks and bankers and drawn against in payment of food supplies and war materials of various times, and in this way will, as a broad proposition, be kept in more or less general availability in money circles. In fact, the more distant maturities are, if anything, a shade easier than a week ago, five and six months funds being quoted at a range of 3@3¼%, comparing with a single quotation of 3¼% a week ago. There seems, it must be conceded, slight prospect of any substantial advance in rates during the near future. Trade and industrial activity is not such as to require much preparation in the form of money supplies. The iron and steel industry, it

is true, is working very close to capacity, a condition for which foreign orders for war materials is in large measure responsible. In the textile industry on a more moderate scale similar conditions are ruling. As a broad proposition, the war order part of general business is being financed in a more or less independent way, and is not to that extent a day-to-day factor in the general money situation. Notwithstanding the seasonal demands of the agricultural sections, funds are continuing to pile up in New York on a sensational scale. Last Saturday's New York Clearing House statement registered the further large addition of \$15,012,080 to the surplus reserves of the banks and trust companies above requirements, the total of this item now being \$224,122,990, comparing with a deficit of \$35,065,000 a year ago. The loan item in the statement showed an increase of \$25,420,000, net demand deposits increased \$22,944,000, while net time deposits decreased \$2,549,000. Reserves in "own vaults" increased \$19,920,000 to \$522,157,000, including \$447,806,000 in specie, while reserves in Federal Reserve banks increased \$1,154,000 to \$139,594,000 and reserves in other depositories decreased \$1,915,000 to \$29,736,000, thus indicating a net increase in the aggregate reserve of \$19,159,000 to \$691,487,000. We refer to the bank statement in greater detail on a subsequent page. Reports are current of an additional shipment of gold from London being on its way via Halifax. Exact details, however, are not yet available.

Referring to money rates in detail, demand loans have remained stationary within a range of 1¾@2%, these figures being the lowest and highest respectively each day, while 1¾% has been the general renewal basis. Time money quotations remain at 2½% for sixty days, 2¾% for ninety days and 3% for four months, while for five and six months 3@3¼% is the closing quotation, comparing with a single rate of 3¼% a week ago. Commercial paper is in very moderate supply and discounts have not been changed from 3@3½% for sixty and ninety days endorsed bills receivable and for four to six months single names of choice character. Names not so favorably known require 3¼@4%. Bankers' acceptances are 2½@2½%, according to maturity. The Federal Reserve Board at Washington on Monday approved a rate of 3% on special commodity paper negotiated through the Philadelphia Reserve Bank, maturing in ninety days. The St. Louis Reserve Bank has been authorized to adopt the same rate, which also prevails at Dallas, Richmond and Atlanta for commodity paper. The Board also approved a rate of 3½% for the Cleveland Reserve Bank on maturities not exceeding ten days. The ten-day discount rate for Philadelphia has been reduced this week to 2½% from 3%. A reduction from 4½ to 4% in the rate on commercial paper over sixty days and not exceeding ninety days has also been approved for Philadelphia. A rate of 3½% on trade acceptances maturing within sixty days and a rate of 4% on trade acceptances maturing in ninety days was also granted to the Richmond Bank. A rate of 3½% on trade acceptances has also been approved for the Boston Reserve Bank. The rediscount rate on paper over 60 to 90 days in the case of the Minneapolis Reserve Bank has been reduced from 5 to 4½%, and in the case of the St. Louis Reserve Bank from 4½ to 4%. Discount rates at the Federal Reserve banks follow:



Federal Reserve Bank—	Maturities of—				Agricul-tural and lice stock paper over 90 days.	Trade Acceptances.	
	10 days and less.	30 days and less.	Over 30 days to 60 days, incl.	Over 60 days to 90 days, incl.		To 60 days in-cl.	Over 60 to 90 days incl.
Boston	3	4	4	4	5	3½	3½
New York	3	4	4	4	5	3½	3½
Philadelphia	2½	4	4	4	5	---	---
Cleveland	3½	4	4	4½	5	---	---
Ritchmond	---	4	4	4½	5	3½	4
Atlanta	---	4	4	4½	5	---	---
Chicago	---	4	4	4½	5	---	---
St. Louis	3	4	4	4	5	3½	3½
Minneapolis	---	4	4	4½	5	---	---
Kansas City	---	4	4	4	5	3½	3½
Dallas	---	4	4	4½	5	3½	3½
San Francisco	3	3½	4	4½	5	3	3½

Authorized rate for acceptances, 2 to 4%. On March 10 the Federal Reserve Board fixed the following rates for rediscounts between Federal Reserve banks: 3½% for maturities of 30 days or less; 4% for maturities of over 30 days to 90 days, inclusive.

The Sterling exchange market has been nervous and unsettled throughout the week, though toward the close a strong tone developed, reflecting presumably increased confidence in successful results from the negotiations that are now in progress to establish a large Anglo-French credit in this country. Early in the week there was an accumulation of grain and cotton bills, owing to the backwardness of buyers and the failure of reports of a large importation of gold to come by way of Halifax to definitely materialize. The weekly report of the Department of Commerce of trade figures of imports and exports through the leading customs districts indicated an export balance of only \$6,672,241 for the week ending Sept. 11. This compares with an excess of \$27,616,721 the preceding week and \$33,269,039 the week before. English sovereigns valued at approximately \$5,500,000 arrived at San Francisco on Thursday by the steamer Sonoma. It is understood that this metal will be deposited in the San Francisco Mint for recoinage. Early next month \$8,000,000 is expected to arrive.

As compared with Friday of last week, sterling exchange on Saturday opened unchanged, but later weakened, and quotations receded on rumors that considerable time must elapse before a satisfactory solution of the foreign exchange problem is reached by the bankers now in conference; prices ranged at 4 65½@4 69¼ for demand, 4 66¼@4 70½ for cable transfers and 4 63@4 64 for sixty days. On Monday weakness in the initial operations was followed by a firmer tone and the market closed strong, though dull throughout with little actual business transacted; demand bills, after touching 4 64½, advanced to 4 67, cable transfers to 4 65½@4 68, with sixty days at 4 64. Sterling exchange fluctuated irregularly on Tuesday; opening quotations were easier, but subsequently prices rallied, although trading continued extremely dull and the range was a more or less nominal one, at 4 65½@4 66¼ for demand, 4 66¼@4 67¼ for cable transfers and 4 63¾@4 64 for sixty days; the disposition seemed to be to await developments as regards the Anglo-French loan negotiations. On Wednesday the inactivity was still in evidence and operations were on a small scale; rates again opened weak, then steadied, with demand slightly higher at 4 65½@4 66½, and sixty days at 4 64@4 64¼; cable transfers ruled between 4 66¼ and 4 67. A firm tone with an advance of more than 4 cents in the pound sterling in the late dealings was recorded on Thursday, largely on more encouraging rumors concerning the better progress of negotiations for the huge foreign credit; demand moved up to 4 67½@4 70¼, cable transfers to 4 68@4 70¾, and sixty days to 4 66@4 67½. On Friday the market ruled strong at the close, after some irregularity early in the day with the day's range

at 4 69½@4 73 for demand, 4 70¼@4 73¾ for cable transfers and 4 68@4 69 for sixty days. Closing quotations were 4 69 for sixty days, 4 70½ for demand and 4 71½ for cable transfers. Commercial on banks nominal, documents for payment nominal. Seven-day grain bills at 4 69. Cotton for payment nominal; grain for payment nominal.

The Continental exchanges ruled steadier; the London check rate in Paris closed at 27.45 against 27.92 a week ago. In New York Paris checks closed at 5 80 and cable transfers at 5 79 against 5 94 and 5 93, respectively, last week. Exchange on Berlin finished at 83½ for demand and 83½ for cables against 82½ and 82½ a week ago. Swiss exchange is 5 25 and 5 24 for sight and cables, respectively, against 5 32 and 5 31. Italian liras are 6 21 and 6 20 for sight and cables against 6 42 and 6 41. Bankers' checks on Amsterdam are 40¾ and cables 40¾ against 40¼ and 40¼. Greek exchange remains at 5 27 for checks and 5 26 for cables. Copenhagen checks are 25.85 against 25.80 a week ago and exchange on Norway and Sweden is 25.90 for checks against 25.85. Russian rubles are ½ point higher at 35.

The New York Clearing House banks, in their operations with interior banking institutions, have gained \$2,803,000 net in cash as a result of the currency movements for the week ending Sept. 17. Their receipts from the interior have aggregated \$9,212,000, while the shipments have reached \$6,409,000. Adding the Sub-Treasury operations, which occasioned a gain of \$6,226,000, the combined result of the flow of money into and out of the New York banks for the week appears to have been a gain of \$9,029,000, as follows:

Week ending Sept. 17.	In to Banks.	Out of Banks.	Net Change in Bank Holdings.
Banks' interior movement	\$9,212,000	\$6,409,000	Gain \$2,803,000
Sub-Treasury operations	25,183,000	18,957,000	Gain 6,226,000
Total	\$34,395,000	\$25,366,000	Gain \$9,029,000

The following table indicates the amount of bullion in the principal European banks:

Banks of	Sept. 16 1915.			Sept. 17 1914.		
	Gold.	Silver.	Total.	Gold.	Silver.	Total.
England	£ 63,737,837	---	£ 63,737,837	£ 48,720,492	---	£ 48,720,492
France	177,502,360	14,584,840	192,087,200	165,653,680	25,013,280	190,666,960
Germany	120,598,150	2,250,000	122,848,150	80,683,950	2,348,050	83,032,000
Russia	165,381,000	4,093,000	169,474,000	172,433,000	5,866,000	178,299,000
Aus-Hung	51,578,000	12,140,000	63,718,000	51,578,000	12,140,000	63,718,000
Spain	29,355,000	20,480,000	49,835,000	21,818,000	27,436,000	49,254,000
Italy	45,811,000	4,670,000	50,481,000	44,546,000	3,000,000	47,546,000
Netherl'ds	21,644,000	157,500	21,801,500	13,517,000	945,000	14,462,000
Nat. Belg	15,380,000	800,000	16,180,000	15,350,000	600,000	15,950,000
Switz'land	9,624,900	---	9,624,900	8,674,600	---	8,674,600
Sweden	6,299,000	---	6,299,000	5,736,000	---	5,736,000
Denmark	5,946,000	309,000	6,255,000	3,880,000	270,000	4,150,000
Norway	3,434,000	---	3,434,000	3,118,000	---	3,118,000
Tot. week	726,291,247	68,284,340	794,575,587	635,738,722	77,618,730	713,357,452
Prev. week	726,910,861	68,408,540	795,328,401	628,876,709	77,306,180	706,182,889

c July 30 1914 in both years. b Aug. 6 1914 in both years. \* July 30 1914.

FINANCIAL AND MILITARY STATUS OF THE WAR.

Mr. Asquith's address to the House of Commons last Wednesday, on the position of England's war finances, followed as it was by Lord Kitchener's speech on the military situation and by M. Ribot's estimates, next day, of the French position, threw its sidelight on several phases of the war as it now stands. Briefly, the Premier asked from the British Parliament another war credit of \$1,250,000,000. This is the seventh of such requisitions since the war began and brings the total to \$6,310,000,000. Mr. Asquith set forth frankly that England's daily war expenditure now reached the sum of \$17,500,000 and would probably continue to increase. The French

Finance Minister's estimates show that France, which three months ago was spending on the average \$8,700,000 per day for war purposes, is now averaging more than \$12,000,000, and M. Ribot also calculated a daily outlay of \$12,000,000 for Russia and of nearly \$17,000,000 for Germany.

The striking facts about these figures are, first, the disproportionate financial burden shown to have fallen on England's shoulders, and second, the rapid increase in the war's daily cost to all participants combined. That England, according to the above estimates, is now spending more per day than any Continental Government, does not result from the mere fact that she is simultaneously maintaining a powerful navy and a considerable land force. It is rather a consequence, as was the similar relative showing under similar circumstances in the Napoleonic Wars, of direct financial assistance by the English Government to its allies. Mr. Asquith frankly stated, in his speech, that the Government's advances to the Allies and the Colonies, quite outside of its direct outlay on the war for its own account, have reached the formidable total of \$1,250,000,000.

Combining all the above estimates of daily war expenditure, it will appear that the four principal belligerents are spending not much less than \$60,000,000 daily, and that an increasing rate of outlay is probable. This is not at all surprising; the experience of all protracted wars has been that such continual mounting rate of expenditure is inevitable. Even the United States, which spent in 1861, at the beginning of the Civil War, about \$1,000,000 per day, was disbursing nearly \$3,000,000 for the same purpose in 1865. Precisely the same was true of the Napoleonic Wars. Therefore the question how long such a contest can continue without at last bringing all the belligerents to the position of waging war on the basis of irredeemable government paper can never be wholly overlooked.

Mr. Asquith made the further important statement that three million Englishmen have enlisted in the army. Apparently, however, only a small part of these reserves are yet in action; for Lord Kitchener also set forth that Sir John French has received in reinforcements eleven divisions, comprising two hundred thousand men, and has extended his lines accordingly. Apparently, then, by far the great bulk of the new recruits are still under training. On the other hand, if it is true that more than two and a half million English soldiers will presently be available for active operations, the matter has a somewhat significant bearing on the future of the campaign in France and Belgium. Lord Kitchener reviewed frankly, with an optimism perhaps necessary under the circumstances, the position of the military campaign. In Russia, as he puts it, "the Germans appear almost to have shot their bolt." His reason for this statement is that the Russian army has not been destroyed as a fighting unit, and is now resisting the invaders so effectively that the average rate of German advance into Russia, which lately was five miles per day, is now barely one mile.

This virtual check, along with the approach of winter and the failure to capture the Russian army as a whole, means that the German campaign must be called a failure. "Russia," the Secretary of War concluded, "with her vast territory, has always been able ultimately to envelop and annihilate large invading armies. And this she is certainly no less capable to do than she was a century ago." It

must be said that this is a rather evident effort to paint the picture in cheerful colors. Lloyd George put the case far less encouragingly in a public speech of a week ago, when he frankly declared that Russia "for the time being has ended her contribution to European freedom"; in other words, that she cannot be reckoned as an aggressive factor in the European campaign for many months to come.

As to the campaigns on the western front and on the Italian border, Lord Kitchener spoke encouragingly, but was compelled to admit that, while the advantages gained had been mostly on the side of the Allies, those advantages were relatively very small. As yet, indeed, a deadlock practically existed on both battlefronts. Regarding the Dardanelles campaign, Lord Kitchener frankly admitted the absence of any decisive achievement under "the enormous difficulties which have attended the operations." He pointed out somewhat emphatically—what, in fact, the dispatches have lately made rather clear—that financial and political demoralization among the Turks themselves is increasing. That would, indeed, appear to be inevitable, considering that Turkey was by all accounts forced into war by the intrigues of a small pro-German military clique.

But the sum total even of Lord Kitchener's cheerful speech did little more than testify to continued deadlock outside of Russia, to the fact that actual military achievement still remains on the side of the Germans, and to continuance of enormous pressure of the war burden on all belligerents. What conclusion, then, is to be drawn regarding the outcome of the war? Two recent articles in the London "Fortnightly Review" attempt partly to answer this question. One, by a colonel of the regular army, emphasizes first the fact that the alliance between England, France and Russia is stronger than before, and that recent public speeches and pledges by the Premiers of France and England and by the Emperor of Russia insure that condition. Regarding the situation on the western front, he argues that as a military question an invading army cannot stand still indefinitely. It must in the end either advance or retreat, and in this case its advance he believes to be impossible. This being so, his conclusion is that it favors the Allies, especially with the new reserves in training in England.

The other article, by a well-known naval expert, begins by the epigrammatic statement that the Trafalgar of this war was fought on August 3 1914. Since that time, no effective resistance of any kind has been made by Germany on the seas. Indeed, it is further pointed out that even the great naval victory of October 21 1805 did not annihilate the navies of France and Spain, or insure to British commerce safety even on distant seas. The war on the ocean actually continued ten years longer, and all foreign commerce of Great Britain remained a precarious venture. The victory of 1914, he infers, was therefore infinitely more complete even than Trafalgar, and is bound to have a larger effect on the outcome of the war.

The considerations pointed out in these two articles, especially in the second, are of interest to the extent that they show how easily one may overestimate the importance of Germany's victories in Russia. It is true that England's victory on the sea has been complete, whereas Germany's victory on land is still far from completeness. Nevertheless, it must still be admitted that it is land victories

which in the ordinary course of the campaign will end the war, and that the defeat of Russia has not only pushed these victories further into the background, so far as concerns the Allies, but has reduced to complete uncertainty the important and perhaps decisive question of participation in the war of the Balkan States.

#### THE MILWAUKEE & ST. PAUL REPORT.

The annual report of the Chicago Milwaukee & St. Paul Railway Co. furnishes a striking illustration of the trying conditions under which the operations even of the strongest and most favored properties are being carried on. Aggregate gross revenues during the twelve months ended June 30 1915 were reduced \$2,178,326 as compared with the twelve months preceding, and by the practice of real economy in operations the company managed to save \$918,600 in expenses, cutting down the loss in net to \$1,259,725. Unfortunately, however, there was another large addition to the taxes—an addition of over 15%, or \$640,164, increasing the loss in net earnings to \$1,899,899.

In two years the charge for taxes has been raised not far from \$1,000,000, the amount of that item for 1913 having been \$3,823,833, for 1914 \$4,106,558, and for 1915 \$4,746,721. Thus the experience of the Milwaukee & St. Paul in that respect has been like that of practically all other railroad properties and aside from the shrinkage in net income produced by advances in wages and higher prices for nearly everything else entering into the operating accounts of our transportation lines, railroad net earnings are being further whittled down in very important measure through steadily augmenting charges for taxes.

The inability of the railroads to get better rates for their transportation services as an offset to the rising cost of operations and the growth in the item of taxes is well known. As a matter of fact, in the Milwaukee & St. Paul case the average rate received actually declined quite materially in the late year and the falling off in gross revenues to which we have referred is by no means to be ascribed alone to a loss in traffic. Indeed the volume of the freight traffic was actually larger for 1915 than it had been for 1914—that is measured by the number of tons of revenue freight moved one mile, which for the latest year was 8,185,988,375, against 8,079,689,505 ton miles in 1914. Even in the actual number of tons of freight handled the aggregate for the latest year was practically up to that of the preceding year, the comparison being between 32,959,392 tons and 33,007,277 tons.

Study of the traffic statistics shows that the company suffered from depression in the lumber industry, it having transported only 5,492,528 tons of forest products in the latest year against 6,037,668 tons in the preceding year, and suffered also from the reaction in general trade as evidenced by the decline in the manufacturing tonnage and the general merchandise traffic. The tonnage of manufactures was 5,371,232 tons against 5,776,169 tons in 1914 and the general merchandise freight (as measured by "commodities not specified") 3,526,519 tons against 3,970,134 tons. But as an offset to this there was an increase in the agricultural tonnage and in animal products (as a consequence of good crops) and an increase likewise in the mineral tonnage. Of pro-

ducts of agriculture the tonnage in 1915 was 7,742,673 tons against 7,162,250 tons, and of products of animals 2,004,733 tons against 1,798,904 tons. The growth in the mineral tonnage was chiefly in the item of coal and in iron and other ores, the total of this mineral tonnage for 1915 being 8,821,707 tons against 8,262,152 tons for 1914.

We presume the company suffered a substantial loss in traffic as a consequence of the competition of the Panama Canal. There is no reference, however, to the matter in the report and nothing in the statistics that will enable one to judge of the extent of the loss incurred on that account. The circumstance is of importance as indicating the presence of one other cause of loss of income that was beyond the control of the management. The point, though, on which we wish to lay more particular emphasis at this time is that the loss of gross revenue in the late year—at least in the case of the freight traffic—came from a diminution in rates, not a falling off in traffic. Of the loss of \$2,178,326 in total gross revenues, \$1,361,956 represented a decrease in the freight revenues, and while, as already shown, the aggregate of the revenue freight carried one mile was larger for 1915 than for 1914, the average revenue per ton of revenue freight moved one mile was only 7.813 mills per ton per mile as against 8.078 mills per ton mile in the previous year.

In the matter of expenses evidences of genuine economy of operations is found in a number of directions. For instance, the train load of revenue freight, notwithstanding the unfavorable conditions existing as regards a number of items of traffic, was still further added to in 1915 after very substantial additions in the years immediately preceding. The development of operating economy in this latter particular is really very noteworthy, the trains having carried an average of 390 tons of revenue freight "per freight and mixed train mile" in 1915, against 380 tons in 1914, 357 tons in 1913 and only 308 tons in 1912, giving an increase in the train-load in three years of nearly 30%. Including company freight, the train-load in 1915 was 459 tons against 454 tons in 1914 and 415 tons in 1913.

We notice, too, on examining the details of the expense accounts, some important items of savings. It is proper to state here that all of the decrease, and more too, of \$918,600 in total expenses, is found under the head of "Transportation Expenses." For maintenance account almost as much was spent in 1915 as in 1914, the comparison being between \$24,114,720 and \$24,347,196. For transportation account, however, the outlays were only \$35,697,961 in 1915 against \$36,848,933 in 1914. Scrutinizing these transportation expenses, we find a saving in fuel alone as compared with the year preceding of \$572,922, a saving of \$118,786 in engine-house expenses, and of \$230,188 in train men, besides \$185,679 in train engine men, evidently made possible by the improved lading of the trains.

This analysis of the revenue and the expense accounts is instructive as showing that as far as was within the control of the management everything was done that could be done to improve net income. The fact that net income, nevertheless, fell off, was due entirely to causes beyond the control of the executive officials. The position of the Milwaukee & St. Paul property is well known. It built a 1,500-mile extension to the Pacific Coast, and the work, as it happened, had to be carried through during poor

times in the railway and financial world. This Pacific Coast line, however, was well planned and had the advantage that does not usually belong to new extensions, of tapping a number of populous centers and districts created by the previous building of other lines.

To construct an extension of such magnitude is always a precarious undertaking, but if it had not been for the advances in wages, the increase in taxes and the various other things that have tended to reduce rates and to increase operating cost, the company would doubtless have come through all right, especially as it had a large accumulated surplus to draw upon. As indicating one particular in which expenses are being added to and net revenue reduced in ways not commonly thought of, we may point out that an increase in the general expenses in the late year of \$198,859, as compared with the year preceding, is explained as "due largely to the additional help required in preparing statistics for the Western Advance Rate Passenger and Freight Cases before the Inter-State and State Commissions."

In the late year there was special need for improved net income inasmuch as the company has been spending large sums in providing branches and feeders to its Pacific Coast extension and has thereby added considerably to the total of its funded debt and the aggregate of its yearly fixed charges. As we have seen, however, net income, instead of increasing, actually decreased and the loss was further accentuated by new additions to the taxes. Bond interest for the late year was \$14,636,298 against \$13,254,823 in the year preceding, being an increase of over 1 1-3 million dollars. The company formerly paid 7% dividends on its common shares, but the rate was reduced some time ago to 5%, and the semi-annual dividend paid in Sept. 1915 was made only 2%. The income account shows that even the reduced rate of distribution was not earned in the late year, there being a deficit of \$1,399,174 on the year's income after allowance of 4 1/2% for the twelve months on the common shares, namely the 2 1/2% paid in March 1915 and the 2% paid in Sept. 1915. This deficiency would be further increased by \$242,884 to \$1,642,058 if account was taken of the deficits on the several subsidiary companies, namely the Tacoma Eastern, the Bellingham & Northern, the Gallatin Valley, the Milwaukee Terminal Ry. and the Big Black Foot Ry. At \$1,642,058 the deficit is equal to nearly 1 1/2% on the \$117,356,100 of common stock outstanding. Hence it may be said that while 4 1/2% was paid out of the late year's income, only a little over 3% was actually earned—which, however, must be regarded in the circumstances as a pretty good showing, all things considered.

#### THE CRUX OF THE LABOR PROBLEM.

The fact that the strikes, of late so frequent, occur chiefly in industries engaged in the manufacture of war supplies should not divert attention from the perpetual unrest of labor. The notable fact in the settlement of strikes is that the men do not reach a condition of permanent contentment. They may gain shorter hours or increased pay, their general situation apart from their work may be improved, they have no better feeling toward the work itself. That remains in their eyes a drudgery, at best a necessary evil. Their mental attitude toward it is entirely unsympathetic, if not distinctly hostile.

On all sides to-day industrial workers take little or no pride in their work. On the one hand, the agricultural laborer and on the other the salaried man or the employee in a higher position, may readily be found thoroughly interested in his occupation and constantly, in conventions or gatherings of his fellows, discussing the question how his work may be improved; the industrial wage earner never seems to raise the question. His mind is wholly on methods by which he may minimize his labor while increasing his pay. He has no interest in the work or the product.

In an article in the "Atlantic Monthly" for September on "The Progress of the Social Conscience," ex-President Tucker of Dartmouth College comes incidentally to a consideration of this fact. He calls attention to the disregard of it by both the labor unions and the Socialists. Consequently, the unions, notwithstanding the place they have made for themselves and their obvious necessity in the modern world, show no progress in securing contentment with their work, still less any of the old-time pride in it, on the part of their members, and give no evidence whatsoever that they are concerned about it.

Socialism demands public ownership with what amounts practically to the abolition of private property, and a redistribution of labor, but that redistribution of work fosters no love for it. Work still remains drudgery; diminished, perhaps, in the individual case, in quantity, but not changed in character, while, in fact, incentive to engage in it is diminished and the attitude of the worker towards it remains the same. The right of the individual to work in conditions in which are preserved the incentives and the satisfactions that belong to work is not obtained, or indeed considered.

The domestic affections of the working man are not to be doubted. His joy in his wife and children is as keen as that of any other man in the community, if, indeed, it is not more to him than it is to those to whom life brings greater abundance. As he gets on in years there is no pleasure more sustaining than that which a man finds in his contentment with his life-work if he has it, and in the thought that he has put himself into it and, be it what it may, that it has been honest and true and useful, and so far constitutes his contribution to the world's welfare. It is a sorrowful fact that in any community or at any stage of social development, the thousands of industrial workers should be found entirely without that experience. It is difficult to measure the significance of the loss. This is but one aspect of the injury to the workingman himself, and is quite apart from the evil wrought to the community by the perpetual unrest and discontent of those who should be its mainstay.

Here, then, is the heart of the labor problem, a situation in which industrial disturbance is inevitable and constant. The question is, how shall it be changed. President Tucker points out that "our work may yield us the means of more outside enjoyment without increasing in the least our satisfaction in the work itself." This is the statement on the strength of which we have written as we have above. He goes on: "But it is the daily task, with its rigid requirements, with the conditions it imposes, and the spirit it creates, that determines the character of a democracy. If we are to become in increasing degree an industrial democracy, it will be the industrial factor rather than the democratic which will give the shaping touch."

To confirm this we might call attention to the tremendous and wide-reaching effect of the introduction of modern machinery, and of its inevitable continuance and further development. The strenuous efforts here and there to revive some ancient hand industry only serve to show how futile is the task. If they have any value at all it is only to spur master manufacturers to improve the character of their product. The machine in all its measureless efficiency has come to stay.

And it is by no means an evil. It has changed the entire aspect of society and has raised the level of human life exceedingly. Indeed, this is so widely felt that the wonder is that it has not done more. In answer to the charge that the workman who now all day long tends a machine is merely a drudge, in fact little better than a part of the machine itself, attention is called to his shorter hours, better pay, steadier work under better conditions and the greatly improved conditions of his home life. The contrast between the home of the weaver in Barrie's "Window in Thrums" a century ago and that of the workmen in any New England manufacturing community may be taken as a measure of the material change. Since Dr. Carrol Wright first noted it in his governmental report the story has frequently been told of the way in which the workers of different nationalities, the Yankee farmers' daughters, the Irish immigrants, the French-Canadians, the Italians, the Balkan Slavs, the Russian Jews, have succeeded one another in the mills of New England as their predecessors have passed on through them to better positions and a higher standard of living. Now it is urged that the workman at his machine can feel that, small and insignificant as is the article that in steady stream flows from it, the shaped bit of metal or wood, the tiny screw, the slender thread, the endless roll, it is going to form part of some greater whole, a sewing machine, a watch, a beautiful fabric, a book, a magazine which will carry light and help and civilization to the ends of the earth. He can feel himself a factor in the well-being of the world, his mental vision opens upon the universe; life even for him is worth living.

All this may be said, indeed here and there one hears it said, but the fact remains that the industrial wage-earner to-day has no discoverable interest in his work, the betterments he claims and secures work no change and give no promise. That this should be the case with the most numerous single group in the community, and the group which, because of its sturdy strength, its disciplined habits, its particular intelligence and its general self-control, constitutes in some respects the most serious problem with which modern society is confronted. When all has been said about the many advantages of the wage system as "a measure of relative worth," a "clean-cut agency for fixing productive values in terms of labor," as a "relief from certain annoying responsibilities," and as furnishing a "reasonably stable means of livelihood," the fact remains that it fails at the essential point; in this day of advancing prosperity it leaves the workman discontented and without interest in his work.

The only suggested solution of the difficulty lies in an interest in the business, however small it may be it is always enough to change one's disposition toward it. "Human rights in property rights," says President Tucker, "have yet to be recognized and satisfied. There lies the unfulfilled task of humanizing industrialism."

The field of profit-sharing and co-operation is a large one. Many experiments, some on a large scale, are in operation. When as in a profit-sharing manufactory in Bridgeport, Conn., of which we gave a detailed account some time ago, the workmen come to the employer demanding that certain newly engaged men be dismissed because they do not do their work well enough, there is conclusive evidence that a new spirit prevails. The factory's interest is theirs. Unhappily the trades unions are resenting "benefits" and profit-sharing for reasons of their own; but in some device of that kind the solution of the problem seems to lie.

#### RESULTS FOR THE READING COMPANY IN AN UNFAVORABLE PERIOD.

The Reading Company, perhaps more so than most other important railroad properties, had an unusually adverse state of things to contend against both in the fiscal year covered by the present report and the year immediately preceding. In one respect of course the situation of the Reading Company, as far as its railway transportation service is concerned, was precisely like that of other railroads, in that it has had to contend against a rising cost of operations brought about by higher wage scales and an increase in the cost of practically everything else entering into the operating accounts of the railroads. It is not this, however, that we have in mind in our allusion to the adverse circumstances under which the Reading Company's business was conducted during the last two years. We refer rather to the industrial depression and inactive state of general trade, which was a much more important circumstance with Eastern roads serving the manufacturing and mineral regions than with Western roads having very few large industrial establishments and perhaps little or no mineral traffic. In the Reading case there was also this further drawback that as it is a large carrier of anthracite coal, the mild winter weather which prevailed in 1915 and 1914 operated to diminish the demand for hard coal, which goes so largely into family consumption, and that in turn acted to reduce the tonnage in anthracite.

The extent to which the circumstances mentioned served to diminish both the traffic and revenues of the company is not generally appreciated until a study is made of the statistics in the report. Gross earnings of the Philadelphia & Reading Ry. for the late fiscal year were only \$46,714,821 as against \$49,293,103 in the year preceding, and examination shows that all the leading items of traffic, namely the passenger business, the coal traffic and the merchandise tonnage contributed to the falling off. Through economies in operation and rigid curtailment of all expense outlays, operating expenses were cut down so as to make the loss in net comparatively small, the total of the net for 1915 standing at \$15,589,434 against \$15,924,179 in 1914. As a matter of fact, however, the 1915 loss is additional to a very considerable loss in both gross and net in the year preceding. It is not possible to carry the direct comparisons back to 1913, since the Interstate Commerce Commission made a change in its classification of revenue accounts with the first of July 1914, one principal point of difference being that under the new classification both the gross revenues and the expenses from outside operations are now included in the general totals of the railway

company, where previously merely the net results from the outside operations were taken into the accounts. Using, however, the figures under the old classification as shown in the previous year's report, we find that gross receipts then (on the old basis) were down no less than \$3,439,347 and net earnings no less than \$4,685,215. On the basis of the net results it is possible by adding on the net from outside operations to make a pretty close comparison for the last three years. With the proper adjustments made, the net for 1915 at \$15,589,434, while comparing with \$15,924,179 for 1914, contrasts with about \$20,500,000 for 1913. It is proper to state, however, that the fiscal year 1913 was a period of extraordinarily favorable conditions, just as the last two years have been periods of adverse conditions.

The traffic statistics when carried back two years speak eloquently of the part played by the influences already mentioned in diminishing traffic and revenues. Thus, while the anthracite coal traffic was reduced from 12,860,092 tons in 1913 to 11,091,290 tons in 1914, being a loss of 1,768,801 tons, in 1915 there was an additional loss of 649,346 tons, bringing the anthracite traffic down to 10,441,944 tons. In the bituminous coal tonnage there has been striking development in recent years as part of the policy of the management to diversify and develop all avenues of traffic, and the expansion in this item of the coal traffic was not arrested even in 1914, but in 1915 even the bituminous coal traffic, as a result of the industrial depression prevailing, took a downward turn, it being reduced from 16,735,104 tons in 1914 to 15,672,001 tons in 1915.

After this decrease the bituminous tonnage still far exceeds the anthracite tonnage. It was five years ago that the bituminous traffic in volume for the first time surpassed the anthracite, and since then there has been a further addition to this class of coal traffic with each succeeding year until, as we have seen, the very latest year. At the time of the reorganization of the Reading property the quantity of bituminous coal moved was small, the soft coal traffic in 1896-97 having aggregated no more than 1,690,228 tons. The advance from that figure to 16,735,104 tons in 1914 and 15,672,001 tons in 1915 obviously indicates prodigious growth.

Combining the revenue from anthracite with that from bituminous there was a loss of \$1,391,895 in 1915 on the new basis of accounting, after a loss of \$1,134,360 in 1914 on the old basis of accounting. The merchandise traffic first fell from 26,550,349 tons to 23,042,126 tons, and then decreased further to 21,881,371 tons in 1915. The revenue from the merchandise traffic decreased \$2,009,332 in 1914 on the old basis of accounting, and decreased further \$324,867 on the new basis of accounting. The number of passengers carried decreased from 27,620,457 to 26,834,967 in 1914 and then to 23,709,536 in 1915.

The chief importance of all these statistics is in their bearing on the Reading Company's income account. The Philadelphia & Reading Ry. Co. had net income (after providing for fixed charges of every description and after appropriating \$1,161,691 for "investment in physical property") of \$5,367,158, and the amount paid in dividends on the basis of the surplus for June 30 1914 was pretty nearly identical in amount, being \$5,310,212. This dividend counted to the same extent in the income of the Reading Company (the holding company) as the owner of all the stock of the railway company. In

the previous year the Reading Company had received no less than \$8,496,340 as dividends on its holdings of the railway company's stock.

It is a noteworthy circumstance that notwithstanding this loss of 3 million dollars in income from that source the Reading Company is able to show the full 8% dividends earned that are being paid on Reading common stock. In other words, the Reading Company on its own income statement shows \$9,060,956 of surplus applicable to dividends on the income of the 12 months, while the call for 4% dividend on the 1st and 2d preferred shares and of 8% on the common shares and for the sinking fund of \$447,176 (which represented 5c. per ton on all anthracite coal mined during the calendar year 1914 from lands owned and controlled by the Philadelphia & Reading Coal & Iron Co. and pledged under the general mortgage), besides \$70,058 charged for miscellaneous adjustments, was \$8,917,234. This, it should be distinctly remembered, is after appropriation by the railway company of \$1,161,691 for the physical betterment of the property, and it does not take any account of the surplus on the operations of the Philadelphia & Reading Coal & Iron Co., which latter, however, for the latest year was not very large, being only \$60,572, though for the preceding year the profit of that company was \$715,389.

As pointed out in previous annual reviews, a distinguishing feature in the affairs of the Reading property in recent years has been that little or nothing has been added to outstanding debt. This characteristic is again in evidence. During 1914-15 the funded indebtedness of the Reading Company was reduced \$1,187,500. The Philadelphia & Reading Railway Co. on its part had only a trifling net increase, namely, \$15,600, while the funded indebtedness of the Coal & Iron Company was reduced \$30,000.

#### RAILROAD GROSS EARNINGS FOR AUGUST.

It seems anomalous, but is a fact, that while war orders are stimulating industrial activity in a number of directions and more particularly have led to a revival of the iron and steel industry, which in the past has always been considered a sort of barometer of the state of trade generally, no reflection of this activity, in any common measure at least, is found in the returns of railroad gross earnings. Doubtless, in part the explanation is that the South remains in a state of depression because of the ill effects upon its main staple, cotton, of the European war, while in the West the grain movement has been on a greatly reduced scale, as contrasted with the exceptionally heavy movement of the corresponding period of last season. But, at all events, railroad earnings, speaking of them collectively, continue to show decreases, the only encouraging feature being that these decreases are no longer of the extraordinary magnitude witnessed earlier in the year.

The occasion for these remarks is the presentation of our compilation of the gross revenues of the railroads for the month of August. This early compilation comprises only, as is always the case, the roads which make it a practice to furnish preliminary estimates of their gross receipts prior to the appearance of the audited returns of earnings and expenses. It covers 89,582 miles of road and includes mainly Southern cotton-carrying and Western grain-carrying roads (precisely the two groups of roads affected by the adverse circumstances just noted),

and the three leading Canadian systems, which latter, of course, are suffering from the depression in the Dominion of Canada growing out of the European war. On the 89,582 miles of road represented our compilation registers a decrease of \$3,890,962, or 5.32%. This is smaller in both ratio and amount than the losses recorded in the early statements of other recent months and to that extent is encouraging, in showing that the contraction in revenues is gradually approaching an end, but nevertheless loses some of its significance when it is remembered that comparison is with reduced earnings a year ago—this year's loss, therefore, being additional to the loss sustained last year—and compares with indifferent results even in 1913.

Our early statement for August last year (comprising substantially the same roads now represented) recorded a decrease of \$4,955,479, or 6.37%. For August 1913 our early statement recorded only a nominal amount of gain, no more than \$71,670, which was less than one-tenth of 1%. In the years immediately preceding, however, comparison in August was with fairly good earnings. Thus in August 1912 our early statement registered an increase of \$6,276,721, or 8.79%, the roads included being substantially the same as those now represented. In August 1911, likewise, the showing was not unfavorable, our early statement then showing \$2,225,398 gain, or a little over 3%. In prior years, with the exception of the great contraction in 1908, the record of earnings in August was one of accumulating gains. In August 1910 our preliminary compilation showed an addition of \$5,600,104, or 9.90%. In 1909, also, there was a gain, this being \$6,102,600, or 11.77%. These two, though, only a little more than sufficed to make good the \$10,691,980 loss experienced in 1908. Preceding 1908 there were increases in each and every year back to 1896, as will appear from the following summary of the monthly totals drawn from our early compilations each year.

August.	Mileage.			Gross Earnings.				
	Year.	Year Preced.	Incr. or Dec.	Year Preceding.	Increase (+) or Decrease (-).	Year Preceding.	Increase (+) or Decrease (-).	
1896	120	89,991	89,225	0.82	38,801,525	40,010,144	-1,208,619	3.02
1897	115	93,108	91,925	1.62	43,190,342	38,526,399	+4,663,943	12.62
1898	121	94,185	93,792	0.42	46,632,848	44,446,940	+2,185,908	4.92
1899	112	95,799	94,771	1.08	54,751,100	48,325,106	+6,425,994	13.29
1900	105	96,376	93,157	3.45	57,143,176	53,731,004	+3,412,172	6.35
1901	98	99,051	97,750	1.25	65,155,714	67,439,471	-2,283,757	3.43
1902	76	99,102	98,520	0.57	58,837,908	56,213,712	+2,624,196	4.75
1903	76	98,126	96,047	2.10	72,505,967	66,411,069	+6,094,898	9.17
1904	67	83,160	81,248	2.35	59,445,529	57,494,231	+1,951,298	3.39
1905	65	81,055	79,192	2.26	58,859,481	55,955,430	+2,904,051	5.19
1906	58	92,788	90,455	2.58	79,344,748	70,099,249	+9,245,499	13.19
1907	67	93,683	92,898	0.84	86,377,190	79,029,051	+7,348,139	9.30
1908	52	82,513	81,261	1.54	59,649,837	70,341,817	-10,691,980	15.20
1909	49	78,484	77,217	1.65	57,953,811	61,851,211	-3,897,400	6.29
1910	46	81,879	78,874	3.81	62,005,137	56,405,033	+5,600,104	9.90
1911	50	89,799	87,984	2.07	71,232,407	69,057,069	+2,175,338	3.22
1912	47	89,991	88,135	1.77	77,638,413	71,361,692	+6,276,721	8.79
1913	45	90,217	88,201	2.29	77,575,309	77,903,639	-328,330	0.09
1914	47	92,136	90,579	1.72	73,690,333	78,645,832	-4,955,479	6.37
1915	45	89,582	88,047	1.74	69,231,248	73,122,210	-3,890,962	5.32

Note.—Neither the earnings of the Mexican roads nor the mining operations of the anthracite coal roads are included in this table.

We have adverted above to the contraction in the Western grain movement. The shrinkage was of large dimensions, but not because of any shortage in this season's harvest, but because the new crops have been late in moving, in part because of wet

weather, and also because comparison is with an exceptionally heavy movement in 1914, when grain prices reached extremely high figures following the outbreak of the European war. For the four weeks ending August 28 the receipts of wheat at the Western primary markets were only 27,986,000 bushels this year, against 44,314,000 bushels in the corresponding four weeks of 1914; the receipts of corn only 11,988,000 bushels, against 17,650,000; of oats 22,701,000 bushels, against 37,337,000 bushels; of barley 2,381,000 bushels, against 3,962,000 bushels and of rye 878,000 bushels, against 1,331,000 bushels. Altogether the receipts of the five cereals for the four weeks of 1915 aggregated only 65,934,000 bushels, against 104,594,000 in the four weeks of 1914. The Western grain movement in our usual form is shown in the following summary :

Four weeks end. Aug. 28.	WESTERN FLOUR AND GRAIN RECEIPTS.				
	Flour. (bbls.)	Wheat. (bush.)	Corn. (bush.)	Oats. (bush.)	Rye. (bush.)
Chicago—					
1915	518,000	11,526,000	5,945,000	14,440,000	630,000
1914	734,000	16,400,000	9,633,000	21,996,000	788,000
Minneapolis—					
1915	124,000	103,000	720,000	1,748,000	191,000
1914	274,000	1,446,000	1,813,000	3,584,000	674,000
St. Louis—					
1915	255,000	3,432,000	810,000	1,490,000	22,000
1914	343,000	3,736,000	1,408,000	2,210,000	55,000
Toledo—					
1915	—	641,000	246,000	521,000	—
1914	—	693,000	233,000	1,280,000	3,000
Detroit—					
1915	24,000	232,000	208,000	373,000	—
1914	36,000	411,000	188,000	688,000	—
Cleveland—					
1915	50,000	190,000	231,000	298,000	—
1914	71,000	176,000	166,000	702,000	1,000
Peculiar—					
1915	140,000	732,000	1,007,000	1,611,000	78,000
1914	164,000	253,000	1,555,000	2,110,000	132,000
Duluth—					
1915	—	404,000	—	165,000	431,000
1914	—	1,736,000	—	105,000	434,000
Minneapolis—					
1915	—	4,492,000	412,000	1,045,000	970,000
1914	—	7,636,000	518,000	2,144,000	1,875,000
Kansas City—					
1915	—	5,249,000	899,000	372,000	—
1914	—	10,019,000	874,000	943,000	—
Omaha—					
1915	—	985,000	1,411,000	632,000	—
1914	—	1,808,000	1,842,000	1,589,000	—
Total of All—					
1915	1,111,000	27,986,000	11,988,000	22,701,000	2,381,000
1914	1,642,000	44,314,000	17,650,000	37,337,000	3,962,000

The cotton movement in the South in August is never of large proportions, it being the beginning of the new crop year, but for 1915 was somewhat larger than for 1914. Depression in the South follows the low price ruling for the staple. The gross shipments overland for August 1915 were 45,025 bales, against 22,225 bales; the receipts at the Southern outports were 131,454 bales, as against only 48,262 bales in August 1914, but comparing with 312,688 bales in August 1913, as will be seen by the table we now insert.

RECEIPTS OF COTTON AT SOUTHERN PORTS IN AUGUST AND FROM JANUARY 1 TO AUGUST 31 1915, 1914 AND 1913.

Ports.	August.			Since January 1.		
	1915.	1914.	1913.	1915.	1914.	1913.
Galveston.....bales.	31,683	27,930	229,226	2,102,577	1,291,937	1,177,820
Texas City, &c.....	4,478	638	26,972	432,768	218,607	293,615
New Orleans.....	30,379	6,162	6,838	1,226,079	852,768	489,068
Mobile.....	1,624	545	3,027	78,988	131,090	74,481
Pensacola, &c.....	1,064	275	492	88,416	57,796	41,913
Savannah.....	33,276	5,494	23,707	965,385	436,204	325,713
Brunswick.....	550	500	750	155,250	67,900	54,884
Charleston.....	1,368	542	3,709	185,937	42,621	54,390
Georgetown.....	—	—	—	1,857	—	110
Wilmington.....	5,688	655	13	172,615	70,558	48,255
Norfolk.....	21,258	2,043	17,922	412,552	219,163	230,246
Newport News, &c.....	130	3,698	633	81,807	110,185	63,243
Total.....	131,454	48,262	312,688	5,874,251	3,498,599	2,553,758

A few roads are distinguished for increases this time and among these the Chesapeake & Ohio is conspicuous, with a gain of \$384,977. This follows a gain of over \$200,000 in the same month last year and is due to the progressive development of this system. Some of the other roads by their present gains are merely recovering some of their losses of the previous year. This is true, for instance, of the Denver & Rio Grande, which now reports \$147,900 increase, but in August last year had no less than \$226,000 decrease.

The Canadian Pacific leads off among the roads suffering losses with a decrease of \$1,118,000 and this follows large decreases in both 1914 and 1913, so that the August earnings of this important system the present year were no more than \$8,414,000, against \$12,251,716 in August 1912. The Great Northern system in the United States has suffered a loss not a great deal less noteworthy and this likewise follows a loss in the preceding year. In brief, the Great Northern falls behind \$842,015 in August 1915, after having sustained a decrease of \$197,414 in August 1914. The truth is, this year's decreases are numerous and come from all sections of the country. Thus, the Illinois Central has lost \$523,236, the Southern Ry. \$417,534, the Missouri Pacific \$387,000, the Mobile & Ohio \$143,959, the Missouri Kansas & Texas \$124,045, the Buffalo Rochester & Pittsburgh \$115,180, &c., &c. In the following we show all changes for the separate roads in amounts in excess of \$30,000 whether increases or decreases.

PRINCIPAL CHANGES IN GROSS EARNINGS IN AUGUST.

Increases.		Decreases.	
Chesapeake & Ohio	\$384,977	Grand Trunk	\$287,859
Denver & Rio Grande	147,900	Canadian Northern	174,800
Western Maryland	134,527	Mobile & Ohio	143,959
Yazoo & Mississippi Vall.	89,610	Missouri Kansas & Texas	124,045
Minneapolis St P & S S M.	61,459	Buffalo Rochester & Pitts	115,180
Chicago & Alton	45,293	Chicago Great Western	93,810
		Minneapolis & St Louis	85,845
Representing 6 roads in our compilation	\$863,766	Grand Trunk Pacific	678,077
		St Louis Southwestern	76,000
		Louisville & Nashville	70,115
		Chic New Ori & Tex Pac.	59,144
		Alabama Great Southern	61,325
		Texas & Pacific	43,243
		Representing 18 roads in our compilation	\$4,691,187

a These figures are for three weeks only.

To complete our analysis we annex the following six-year comparisons of the earnings of leading roads arranged in groups.

EARNINGS OF NORTHWESTERN AND NORTH PACIFIC GROUP.

August.	1915.	1914.	1913.	1912.	1911.	1910.
Canadian Pac.	\$8,414,000	\$9,532,000	\$11,434,459	\$12,251,716	\$10,421,904	\$9,255,331
Chic Gr West*	1,215,499	1,309,309	1,316,699	1,239,869	1,144,321	1,102,227
Dul So Sh & Atl	324,287	295,400	365,045	313,881	304,602	336,470
Great Northern	6,074,640	6,916,655	7,114,069	6,876,076	6,000,950	5,875,568
Min & St L. a	818,853	904,698	818,207	822,549	692,405	735,475
M St P & S S M	2,435,546	2,374,087	2,539,020	2,404,807	2,136,619	1,998,743
Total	19,282,825	21,332,149	23,587,499	23,908,598	20,700,801	19,303,823

\* Includes Mason City & Fort Dodge and the Wisconsin Minnesota & Pacific.  
a Includes Iowa Central.

EARNINGS OF MIDDLE AND MIDDLE WESTERN GROUP.

August.	1915.	1914.	1913.	1912.	1911.	1910.
Buff Roch & P	\$989,083	\$1,104,263	\$1,087,337	\$1,047,435	\$866,779	\$883,775
Chic & Alton	1,373,855	1,328,562	1,483,112	1,403,259	1,402,455	1,460,644
Chic Ind & Lou	630,197	636,102	650,737	631,591	616,293	613,737
Grand Trunk	4,585,881	4,853,740	5,154,213	4,966,415	4,502,674	3,885,049
Gr Trk West						
DetGrH&M						
Canada Atl.						
Illinois Central	5,322,115	5,845,351	5,697,122	5,586,528	5,551,555	5,328,014
Toledo Peoria & W.	110,559	116,977	126,238	120,003	117,692	124,623
Toledo St L & W.	427,450	411,007	426,503	370,815	375,797	364,744
Wabash	2,793,294	2,702,630	2,898,933	2,937,189	2,700,640	2,756,976
Western Md.	897,656	763,129	751,143	668,643	637,861	702,582
Total	17,130,990	17,851,701	18,275,388	17,731,878	16,771,740	16,125,144

e Includes earnings of Indianapolis Southern.

EARNINGS OF SOUTHERN GROUP.

August.	1915.	1914.	1913.	1912.	1911.	1910.
Ala Gr Southn	\$392,111	\$453,436	\$461,283	\$418,240	\$364,144	\$386,658
Ala N O & T P						
New Ori & N E	293,652	317,245	355,916	318,390	280,743	301,427
Ala & Vicksb.	127,507	138,626	152,053	151,265	131,065	149,938
Vicksb Sh & P.	118,909	135,767	163,084	144,087	110,746	132,438
Ches & Ohio. e.	3,904,033	3,519,056	3,313,572	3,214,299	3,019,132	2,949,325
Cin N O & T P	759,644	825,758	852,415	832,707	804,189	854,604
Lou & Nash. b.	4,635,100	4,705,215	5,112,065	4,892,953	4,593,083	4,567,267
Mobile & Ohio	594,483	1,034,442	1,069,308	1,008,002	897,201	920,322
Southern Ry.	5,270,510	5,688,044	5,757,180	5,641,370	5,286,620	5,041,457
Yazoo & Miss V.	1,014,721	925,111	890,380	788,829	810,490	719,924
Total	17,406,670	17,745,730	18,108,656	17,380,142	16,282,413	16,003,303

b Includes the Louisville & Atlantic and the Frankfort & Cincinnati.

c Includes Chesapeake & Ohio of Indiana beginning July 1, 1910.

EARNINGS OF SOUTHWESTERN GROUP.

August.	1915.	1914.	1913.	1912.	1911.	1910.
Colo & South.	\$1,188,070	\$1,202,389	\$1,371,634	\$1,223,248	\$1,296,137	\$1,483,650
Deny & Rio G.	2,226,300	2,078,409	2,305,175	2,215,460	2,188,086	2,200,422
Mo Kan & T. a	2,575,288	2,699,333	2,963,540	2,691,732	2,381,034	2,207,400
Mo Pacific.	4,964,000	5,351,000	5,514,130	5,612,882	4,700,371	4,723,542
St Louis S W.	878,000	954,000	1,124,176	1,076,373	934,750	960,178
Texas & Pacific	1,405,297	1,448,540	1,500,809	1,363,369	1,304,160	1,294,383
Total	13,236,955	13,733,662	14,787,464	14,173,054	12,864,508	12,959,665

a Includes Texas Central in all the years and Wichita Falls line from Nov. 1, 1912.

We now add our detailed statement for the month of August, comprising all the roads from which it has been possible to procure returns for that period up to the present time.

GROSS EARNINGS AND MILEAGE IN AUGUST.

Name of Road.	Gross Earnings.			Mileage.	
	1915.	1914.	Inc. (+) or Dec. (-).	1915.	1914.
Alabama Great Southern.	\$392,111	\$453,436	-61,325	309	309
Ala N O & Tex Pacific.					
New Ori & Northeast.	293,652	317,245	-23,593	203	203
Alabama & Vicksburg.	127,507	138,626	-11,119	142	142
Vicksb Sh & P. e.	118,909	135,767	-16,858	171	171
Ann Arbor.	200,591	217,681	-17,090	293	293
Buffalo Roch & Pittsb.	989,083	1,104,263	-115,180	586	586
Canadian Northern.	1,192,900	1,367,700	-174,800	4,965	4,670
Canadian Pacific.	8,414,000	9,532,000	-1,118,000	12,921	12,039
Chesapeake & Ohio.	3,904,033	3,519,056	+384,977	2,374	2,367
Chicago & Alton.	1,373,855	1,328,562	+45,293	1,033	1,033
Chicago Great Western.	1,215,499	1,309,309	-93,810	1,427	1,427
Chicago Ind & Louisville.	630,197	636,102	-5,905	622	617
Cine New Ori & Tex Pac.	759,644	825,758	-69,114	358	336
Colorado & Southern.	1,188,070	1,202,389	-14,319	1,828	1,867
Denver & Rio Grande.	2,226,300	2,078,409	+147,900	2,576	2,585
Denver & Salt Lake.	187,800	170,773	+17,027	255	255
Detroit & Mackinac.	88,106	98,503	-10,397	400	400
Duluth South Shore & Atl	324,287	295,400	+28,887	626	626
Georgia Southern & Fla.	101,862	188,182	-26,320	395	395
Grand Trunk of Can.					
Grand Trunk Western	4,585,881	4,853,740	-267,859	4,533	4,533
Detroit Gr Hav & Mil					
Canada Atlantic.					
Grand Trunk Pacific.	6165,971	6244,048	-78,077	916	916
Great Northern.	6,074,640	6,916,655	-842,015	8,102	7,993
Illinois Central.	5,322,115	5,845,351	-523,236	4,768	4,769
Louisville & Nashville.	4,635,100	4,705,215	-70,115	5,034	4,941
Mineral Range.	90,344	73,696	+16,648	119	119
Minneapolis & St Louis.	818,853	904,698	-85,845	1,646	1,646
Iowa Central.					
Minneapolis St Paul & S S M	2,435,546	2,374,087	+61,459	4,190	4,101
Missouri Kansas & Texas	62,575,288	2,699,333	-124,945	3,865	3,865
Missouri Pacific.	4,964,000	5,351,000	-387,000	7,292	7,284
Mobile & Ohio.	890,483	1,034,442	-143,959	1,322	1,122
Nevada-California-Ore	33,657	39,073	-5,416	274	239
Rio Grande Southern.	45,838	51,433	-5,595	180	180
St Louis South West.	878,000	954,000	-76,000	1,753	1,753
Southern Railway.	5,270,510	5,688,044	-417,534	7,022	7,036
Tenn Alabama & Georgia	7,639	7,819	-180	97	97
Texas & Pacific.	1,405,297	1,448,540	-43,243	1,944	1,885
Toledo Peoria & Western.	110,559	116,977	-6,418	248	248
Toledo St Louis & West.	427,450	411,007	+16,443	451	451
Wabash.	2,793,294	2,702,630	+90,664	2,518	2,515
Western Maryland.	897,656	763,129	+134,527	664	661
Yazoo & Mississippi Vall.	1,014,721	925,111	+89,610	1,352	1,372
Total (45 roads).	69,231,248	73,122,210	-3,890,962	89,582	88,047
Net decrease (5.32%)					

a Includes Texas Central in both years.

y These figures are for three weeks only.

WAR'S DEMANDS UPON AMERICAN CAPITAL.

The tremendous drain which is being made at the present time upon the world's investment funds was referred to in an address by Frank A. Vanderlip, President of the National City Bank of New York, delivered at the convention of the Edison Companies at Spring Lake, N. J. on the 16th inst. Mr. Vanderlip's remarks bore for the greater part on the growth of the electrical business, the statistics for which he declared are among the most amazing of all modern industry. In five years he pointed out the business in the electrical field doubled, the investment going from a half billion to a billion, and in the next five years it more than doubled again, the investment exceeding two billion. That there is plenty of room for further growth, and ample demand for electrical products to warrant further enlargement of their production, was the point emphasized by the speaker. In his further discussion he said:

It is all well enough to be amazed at the total of more than two billion dollars invested in central lighting and power stations. That total is impressive, but there is a fact even more impressive, and that is that in every forty days an amount of wealth as large as the cost of the construction and equipment of every power and lighting plant in this country is being consumed by the warring nations in Europe. The world's investment funds are being drawn on at that tremendous rate. Our minds are beginning to comprehend a new unit in finance. We speak in terms in which we use totals of a billion dollars, and what is so distressing is that this billion dollar-totals, real dollars of wealth, real drafts on the investment fund, are being diverted to the melting pot of military waste.

England, France and Germany were formerly bankers for the world. Capital from those countries helped largely in the development of your business. Since the beginning of the war these nations have furnished no new capital to other countries heretofore largely dependent upon them. Practically every country in South America has been caught in the midst of the construction of public works, the completion of which it was expected would be financed in Europe. Such countries are now turning to America for capital. It has been estimated that the European market in 1910 to 1913 furnished for public utility development in this country one hundred million dollars per annum. To-day instead of placing new securities in Europe we are buying back securities that were formerly placed there. Instead of counting on fresh funds from that quarter we are giving consideration to carrying on interrupted development in other countries which had expected to finance in Europe.

You are facing a period when the demands upon capital are going to be very great, and the rates are going to average higher than we have been used to. In addition to the requirements of foreign Governments, the railroads and industrials which have been pursuing a policy of retrenchment will have importunate demands for capital. Certain industries, notably those engaged in the production of munitions of war, are growing rapidly and the improvement of their credit is placing them in a position to demand capital in large amounts.

You may answer that in spite of this, money is plentiful, that the banks have extraordinary surplus reserves and are lending money at a lower



rate than they have done in years before. Do not be deceived by the present banking situation. Do not let low rates for bank loans lead you into any belief that the destruction of capital in Europe will not have its effect upon the price of investment capital in America. It is true that we see the lowest bank rates that we have known in years, and that there are the greatest surplus reserves that our banks have ever held, but there is an essential, fundamental difference between bank funds and investment funds. The great fund of money in the banks is not capital owned by the bankers that they may invest at will. It is a fund held by the bankers subject to the order of their depositors and must be invested in the main by the bankers in such manner that they can get it back at short notice. It is true that the banks at the moment find their most pressing problem as to the finding of ways to invest their idle funds, but they can only invest a moderate amount of these funds in securities that represent permanent expenditures. There is nothing in these low bank rates to convert the statement that investment funds promise to be increasingly difficult to obtain as long as the destruction of wealth and the prodigious borrowing by governments goes on. Our plethora of bank reserves is the result of dull business conditions, of changed reserve requirements under the law, and of a considerable influx of gold. We are in a position to expand bank loans to an unexampled amount. All that is promising for commerce, but it does not mean that money for permanent development is to be easily found. I have no doubt that while these excessive reserves last we are likely to see banks entering the investment field with their funds to a certain extent. Finding that they cannot employ their money in ordinary commercial loans they will employ some part of it in bond investments.

One lesson, it seems to me, that our new financial relationships to the rest of the world should emphasize, is a very simple and old-time lesson, which we in our years of prosperity have too often forgotten—the lesson of thrift. We have an opportunity now, indeed we have a duty, to become a well-spring of capital for the world. Anxious hands are reaching toward us from every quarter. The old main sources of capital for the world's material development may not have run permanently dry, but for the present at least, their supply is wholly diverted. While we shall ourselves feel the cessation of that flow in our own direction, there are other countries that are left with needs so pressing that our opportunity to supply those needs becomes almost an international obligation. So we face the need of a new fund of accumulated capital, a fund not only large enough to meet the demands of our own industrial development, in so far as those demands have heretofore been met by Europe, but large enough to pay back to Europe the greater part of what we have heretofore borrowed there, large enough also to now, in turn, make some great loans to the very sources of our former springs of capital, so that those nations may continue to buy from us our produce and products—and finally, large enough so that we may, in some considerable measure at least, take on the responsibilities of supplying other nations with development capital which they can no longer get in Europe.

#### REGULATIONS GOVERNING BANKERS' ACCEPTANCES BROADENED SO AS TO PERMIT RENEWALS.

The Federal Reserve Board made known on the 10th inst. a new set of regulations governing bankers' acceptances these latest rules bearing date Sept. 7 and superseding those issued April 2. The earlier regulations prohibited the bill being drawn or renewed after the goods financed by the acceptance had been surrendered to the purchaser or consignee. A modification of this is witnessed in the present rules which set out that "the bill must not be renewed after the goods have been surrendered to the purchaser or consignee except for such reasonable period as may have been agreed upon at the time of the opening of the credit as a condition incidental to the importation or exportation involved provided that the bill must not contain or be subject to any condition whereby the holder thereof is obligated to renew the same at maturity." While the Federal Reserve Board is said to have stated that there is no connection between the revision of the regulations and the pending negotiations of the Anglo-French Commission with American bankers it has nevertheless been pointed out that the latest regulations might facilitate the credit loan sought on behalf of the Allies. In explanation of the regulations the following statement was issued by the Reserve Board on the 10th:

It has been the aim of the Board to do everything in its power to create for the American acceptance—that is, dollar exchange—a dominating position in the world market. Present conditions offer in this respect a great opportunity. In widening somewhat the facilities of Federal Reserve banks in dealing with American bankers' acceptances the Board is attempting to give the member banks a larger opportunity for developing their sphere of usefulness in this respect. The United States should now do what Europe has done for many generations for the United States, that is to say, the bank facilities of the United States should be used for the carrying of import and export transactions for foreign countries just as much as Europe up to now carried by its acceptances the import and export transactions of the United States. In order to do this with the exchange market disorganized it was thought that it would facilitate foreign transfers if liberal conditions should be allowed for the renewal of such drafts so as to enable these foreign countries to have ample time to procure the necessary cover against the acceptances drawn by them.

We print below the regulations as they now stand:

Circular No. 18. Series of 1915. (Supersedes Circular No. 11 of 1915.)  
FEDERAL RESERVE BOARD.

Washington, Sept. 7 1915.

#### BANKERS' ACCEPTANCES.

In its circular of Feb. 8 1915, accompanying publication of its first comprehensive regulation (Regulation D, series of 1915) on acceptances, the Board used the following language:

"The acceptance is still in its infancy in the field of American banking. How rapid its development will be can not be foretold; but the development itself is certain. Opportunity is given by the Federal Reserve Act to assist the movement in this new direction; the present regulations are to be regarded as a first step and will be extended as circumstances and a reasonable regard for the other uses and needs of the credit facilities of the Federal Reserve system may warrant."

In pursuance of this policy the Board, after prolonged and careful consideration of the matter in all its phases, has reached the conclusion that

the time is at hand for an extension of its acceptance regulation, as provided in the appended regulation (R).

CHARLES S. HAMLIN, Governor.

H. PARKER WILLIS, Secretary.

Regulation R. Series of 1915. (Superseding Regulation J of 1915.)

#### FEDERAL RESERVE BOARD.

Washington, Sept. 7 1915.

#### BANKERS' ACCEPTANCES.

##### I. Definition.

In this regulation the term "acceptance" is defined as a draft or bill of exchange drawn to order, having a definite maturity, and payable in dollars, in the United States, the obligation to pay which has been accepted by an acknowledgment written or stamped and signed across the face of the instrument by the party on whom it is drawn; such agreement to be to the effect that the acceptor will pay at maturity according to the tenor of such draft or bill without qualifying conditions.

##### II. Statutory Requirements Under Sections 13 and 14.

Section 13 of the Federal Reserve Act as amended provides that—

(a) Any Federal Reserve bank may discount acceptances: (1) which are based on the importation or exportation of goods; (2) which have a maturity at time of discount of not more than three months; and (3) which are indorsed by at least one member bank.

(b) The amount of acceptances so discounted shall at no time exceed one-half the paid-up capital stock and surplus of the bank for which the rediscouts are made, except by authority of the Federal Reserve Board and of such general regulations as said Board may prescribe, but not to exceed the capital stock and surplus of such bank.

(c) The aggregate of notes and bills bearing the signature or indorsement of any one person, company, firm, or corporation rediscouted for any one bank shall at no time exceed 10% of the unimpaired capital and surplus of said bank; but this restriction shall not apply to the discount of bills of exchange drawn in good faith against actually existing values.

Section 14 of the Federal Reserve Act permits Federal Reserve banks, under regulations to be prescribed by the Federal Reserve Board, to purchase and sell in the open market bankers' acceptances, with or without the indorsement of a member bank.

##### III. Ruling.

The Federal Reserve Board, exercising its power of regulation with reference to Paragraph II (b) hereof, rules as follows:

Any Federal Reserve bank shall be permitted to discount for any member bank "bankers' acceptances" as hereinafter defined up to an amount not to exceed the capital stock and surplus of the bank for which the rediscouts are made.

##### IV. Eligibility.

The Federal Reserve Board has determined that, until further order, to be eligible for discount under Section 13, by Federal Reserve banks, at the rates to be established for bankers' acceptances:

(a) Acceptances must comply with the provisions of Paragraph II (a), (b), (c) hereof:

(b) Acceptances must have been made by a member bank, non-member bank, trust company, or by some firm, person, company, or corporation engaged in the business of accepting or discounting. Such acceptances will hereafter be referred to as "bankers'" acceptances [Drafts and bills of exchange eligible for rediscout under Section 13, other than "bankers'" acceptances, have been dealt with by Regulation B, series of 1915].

(c) A bankers' acceptance must be drawn by a purchaser or seller or other person, firm, company or corporation directly connected with the importation or exportation of the goods involved in the transaction in which the acceptance originated, or by a "banker." The bill must not be renewed after the goods have been surrendered to the purchaser or consignee, except for such reasonable period as may have been agreed upon at the time of the opening of the credit as a condition incidental to the importation or exportation involved, provided that the bill must not contain or be subject to any condition whereby the holder thereof is obligated to renew the same at maturity.

(d) A banker's acceptance must bear on its face or be accompanied by evidence in form satisfactory to a Federal Reserve bank that it originated in, or is based upon, a transaction or transactions involving the importation or exportation of goods. Such evidence may consist of a certificate on or accompanying the acceptance to the following effect:

This acceptance is based upon a transaction involving the importation or exportation of goods. Reference No. .... Name of acceptor. ....

(e) Bankers' acceptances, other than those of member banks, shall be eligible only after the acceptors shall have agreed in writing to furnish to the Federal Reserve banks of their respective districts, upon request, information concerning the nature of the transactions against which acceptances (certified or bearing evidence under IV (d) hereof) have been made.

(f) A bill of exchange accepted by a "banker" may be considered as drawn in good faith against "actually existing values," under II (c) hereof, when the acceptor is secured by a lien on or by transfer of title to the goods to be transported or by other adequate security.

(g) Except in so far as they may be drawn in good faith against actually existing values, as under (f), the bills of any one drawer drawn on and accepted by any firm, person, company, or corporation (other than a bank or trust company) engaged in the business of discounting and accepting, and discounted by a Federal Reserve bank, shall at no time exceed in the aggregate a sum equal to a definite percentage of the paid-in capital of such Federal Reserve bank; such percentage to be fixed from time to time by the Federal Reserve Board.

(h) The aggregate of acceptances of any firm, person, company or corporation (other than a bank or trust company) engaged in the business of discounting or accepting, discounted or purchased by a Federal Reserve bank, shall at no time exceed a sum equal to a definite percentage of the paid-in capital of such Federal Reserve bank; such a percentage to be fixed from time to time by the Federal Reserve Board.

To be eligible for purchase by Federal Reserve banks under Section 14, bankers' acceptances must comply with all requirements and be subject to all limitations hereinbefore stated, except that they need not be indorsed by a member bank: *Provided, however,* That no Federal Reserve bank shall purchase the acceptance of a "banker" other than a member bank which does not bear the indorsement of a member bank, unless a Federal Reserve bank has first secured a satisfactory statement of the financial condition of the acceptor in form to be approved by the Federal Reserve Board.

##### V. Policy as to Purchases.

While it would appear impracticable to fix a maximum sum or percentage up to which Federal Reserve banks may invest in bankers' acceptances, both under Section 13 and Section 14, it will be necessary to watch carefully the aggregate amount to be held from time to time. In framing their policy with respect to transactions in acceptances, Federal Reserve banks will have to consider not only the local demands to be expected from their own members, but also requirements to be met in other districts. The plan to be followed must in each case adapt itself to the constantly varying needs of the country.

CHARLES S. HAMLIN, Governor.

H. PARKER WILLIS, Secretary.

### URGES RETURN TO NATIONAL BANKS OF CAPITAL SUBSCRIBED TO FEDERAL RESERVE BANKS.

That the gold reserve amassed in the Federal Reserve banks is almost certain to prove ample to take care of the rediscounting needs of business through member banks, and that if this be the case the capital stock subscribed by national banks to the Reserve banks should be returned, is the belief expressed by Frank C. Mortimer, Cashier of the First National Bank of Berkeley, Cal. Mr. Mortimer advanced this opinion in the course of an address which he delivered on Aug. 19 at the annual convention in San Francisco of the American Institute of Banking. Upon this point he said:

Already it is indicated, almost to a certainty, that the gold reserve amassed in the several Reserve banks, with the additional reserves soon to be paid in, will be ample to take care of the rediscounting needs of business through member banks. If this prove to be true, it will be clear that there will be no necessity for continuing that part of the law which requires national banks to supply capitalization for the Federal Reserve banks. It is already foreshadowed that there may be no need for employing such capital.

It follows, therefore, that the capital subscribed by the national banks could equitably be returned to them.

The present law appears to place the Federal Reserve banks in competition with member banks through open market operations. This has already been availed of by the purchase of warrants and other instruments of credit. The abnormally heavy reserves now carried by national banks might have been profitably employed by them, at fair rates of interest, through the purchase of the very obligations now held by the Federal Reserve banks.

The open market operations of the Federal banks are expected, in a measure, to regulate interest rates throughout the country and should be exercised in the manner indicated. Since their organization there has been no complaint regarding abnormally high interest charges. Therefore, there appears to be no valid reason for any open market operations at this time.

In buying in the open market the Reserve banks already have been in competition with member banks, and they appear to have demonstrated that they are operating, not altogether as emergency banks, to be used during periods of financial stress but as open competitors of member banks.

The question naturally arises: At times, when there is no demand for the rediscounting privilege, are the Federal Reserve banks forced to compete with member banks by going into the open market and buying municipal and other warrants, in order that they may earn expenses and pay the expected dividend of 6%?

If this is the situation, there exists a very good reason for the return of the capitalization to the member banks and the elimination of the implied obligation on the part of the Reserve banks of earning a dividend of 6%.

The return of the capital stock of Federal Reserve banks to member banks has more than incidental bearing on the success of the whole system. With the elimination of this feature, which never has set well upon the national banks, the State banks, recognizing the value of the rediscount feature, in all probability would voluntarily and quickly apply for membership.

This would be brought about a realization of the desire of the Federal Reserve Board, expressed in the first paragraph of Circular 14, dated June 7 1915, which reads as follows:

"A unified banking system, embracing in its membership the well-managed banks of the country, small and large, State and national, is the aim of the Federal Reserve Act."

During the course of his remarks, which have been printed in pamphlet form, Mr. Mortimer touched upon the subject of trust functions as bestowed on national banks by the Reserve Act, and said:

One change which materially affects national banks is conferring on them certain functions heretofore enjoyed only by trust companies.

By special permit, under Section 2, the Federal Reserve Board is prepared to authorize national banks to act as trustees, executors, or registrars of stocks and bonds. Separate trust departments must be established and such funds and records must be kept separate and apart from the general funds and books of the bank. In this connection it is interesting to note that serious objection to the exercise of such functions by national banks already has been made in several States. It is difficult to understand when one takes a logical view of things, why such objection should be made, in the face of the invasion of the commercial banking field by the trust companies themselves.

If it is right for trust companies to compete with national banks for commercial business there can be no reasonable objection to the performance by national banks of certain acts heretofore considered to be essentially the business of trust companies.

### NO DEMAND FOR CROP FUNDS IN KANSAS CITY AND MINNEAPOLIS.

Secretary of the Treasury McAdoo made public on Thursday communications indicating that no demand exists in the Kansas City and Minneapolis Federal Reserve districts for the deposit of Government moneys for financing the crops. In announcing last week his intention to deposit \$5,000,000 in each of the three Federal Reserve banks in the South, Secretary McAdoo stated that the South is the only section of the country where Government funds would appear to be helpful, but if it should develop that crop deposits were needed in any other section of the country the Treasury Department would be ready to extend assistance to such sections. In the case of the Kansas Federal Reserve Bank, the Deputy Reserve Agent, Asa E. Ramsay, says:

We are in receipt of yours of the 9th inst., in which you offer to deposit Government funds with the Federal Reserve Bank of Kansas City. I beg to advise that I do not anticipate we will need the assistance of Government funds this season. Our district has been full of money, so to speak, and

while the demand is increasing now, I do not think it will reach the point where we will be unable to handle it with our own resources.

We thank you for your kind offer, and assure you we will not hesitate to request a deposit of Government funds in case the necessity arises.

From John H. Rich, Reserve Agent of the Minneapolis Federal Reserve Bank, Secretary McAdoo had the following advices:

I am very appreciative of your offer of the 9th inst., to place on deposit in this bank funds of the Government to be used in assisting the moving and marketing of the Northwestern crops. At this time the Northwest is amply supplied with funds and rates for money are very low. This bank has ample resources to meet the current demands upon it and still provide a very considerable reserve against any emergency that may arise before the crop has reached its markets. What proportion of our own resources we will be able to employ for this purpose is, I regret to say, still something of a question with us and there would seem to be no purpose in requesting the deposit of large funds of the general Government until there is a sufficient demand upon us to indicate the approach of a period when such aid can be profitably employed.

Should such a period of heavy demand come upon us, affording an opportunity to effectively employ Government funds, there will, undoubtedly, be indications in advance that will permit me to advise you of the opportunity to utilize Government funds in such a way as to afford practical assistance to the agricultural interest of this district. In such an event, I shall be glad to take advantage of your kind offer and would, therefore, suggest that this subject be held open for determination at a later date and in accordance with such situation as may then develop.

### DALLAS RESERVE BANK TO AID IN FINANCING COTTON CROP.

Action toward assisting in the financing of the cotton crop was taken by the Directors of the Dallas Federal Reserve Bank on the 8th inst. In conformity with the circular of the Reserve Board covering commodity paper, issued under date of Sept. 3, the Dallas Reserve Bank has authorized a preferential rate of 3% on cotton or commodity paper having not more than ninety days to run. As stated in these columns last week, the Federal Reserve Board made known regulations permitting the Reserve banks to give special rates for the rediscount of "commodity paper," which is defined to cover notes secured by warehouse receipts based on cotton. Member banks will be charged only 3% for rediscounting such paper, provided, however, that they do not levy a charge in excess of 6% on the makers of the notes, including all commissions and expenses.

The action of the Directors of the Dallas Bank in authorizing a preferential rate of 3%, was taken, as is known, in view of the fact that the Secretary of the Treasury has deposited with that institution \$5,000,000 to increase its facilities and to assist the member banks of the Eleventh District in bringing about a gradual marketing of the cotton crop. In adopting the resolution the Board emphasized the fact that the interests of the producers were being given primary consideration and that the farmer was not to pay in excess of 6% on such paper.

The Dallas Board has ratified the recent purchase of the building at the northeast corner of Commerce and Martin streets at a cost of \$112,500. The building is now undergoing renovation and will be occupied by the Reserve Bank as a permanent home about Nov. 1.

### OLD COLONY TRUST BECOMES MEMBER OF BOSTON CLEARING HOUSE.

The Old Colony Trust Company of Boston, which recently joined the Federal Reserve System, became a member of the Boston Clearing House Association on the 13th inst. It is reported that this is the first time that a trust company has been admitted to membership in the Boston Association. The Old Colony now clears direct rather than through national banks, as it was forced to do prior to becoming a member.

### NEW ORLEANS FEDERAL RESERVE BRANCH OPENS.

The New Orleans branch of the Atlanta Federal Reserve Bank, which is the first branch authorized under the Reserve Act, opened for business on the 10th inst. in the Exchange Bank Building at the corner of Carondelet and Union streets. There were no ceremonies attendant on the opening, although a number of bankers and business men called during the day to congratulate Marcus Walker, Managing Director of the branch, and to exchange greetings with the staff of the bank. The following telegram was received at the branch from M. B. Welborn, Federal Reserve Agent and Chairman of the Board of the Atlanta Reserve Bank:

My hearty congratulations on opening of branch bank. I am sure the establishment of this institution will be of great benefit to your section and the facilities should be used freely by your member banks in taking care of cotton, our great staple product. Would welcome discounts by your bank of two or three million dollars within next ten days.

The new branch was elected to membership in the New Orleans Clearing House on the 9th inst. In addition to Mr.

Walker, the officials of the branch are Dr. P. H. Saunders, Chairman of the Board, and C. G. Dunn, Cashier.

**RAILROADS SEEK TO OPEN WESTERN RATE ADVANCE CASE.**

A petition asking that the Inter-State Commerce Commission vacate its order in the Western rate advance case was filed with that body on the 15th inst. As indicated in these columns, the decision of the Commission on the application of 41 roads in Western Classification territory for increase in rates on certain articles was rendered on Aug. 11. The petition has been filed by T. J. Norton, representing the Atchison Topeka & Santa Fe RR., and W. F. Dickinson, Attorney for the receivers of the Rock Island. The purpose of the petition is to reopen the matter so that the railroads may submit arguments to prove that the increases allowed are not sufficient to afford reasonable compensation. No brief accompanied the petition, but counsel for the carriers announced that if the Commission granted the plea and the case was reopened for argument, briefs would be submitted later in support of the advances asked for.

A petition was also filed by W. E. Lamb, Attorney for the Illinois Coal Operators Association, and others, which also sought to reopen the case. This petition contends that the order entered by the Commission had caused higher rates on coal shipments from points in Illinois, south of Chicago, than exist from Lake dock points. It is alleged that the effect of this is to bring about discrimination in favor of the Lake dock points against the points south of Chicago.

The total increases asked by the Western roads in the advance rate case were \$7,604,247, while the increase permitted by the Commission was estimated at only \$1,600,000, or about 1/4 of 1% of the total freight revenue for 1914 of the carriers involved. The new rates were to become effective on the 30th inst.

**DECREASE IN NUMBER OF IDLE CARS.**

As is natural at this season of the year, a decrease in the number of idle cars on the railroads of the United States is now occurring from month to month, but the number of such idle cars is still above that of the corresponding date in 1914. The report of the American Railway Association, which was issued on Sept. 10, places the number of idle cars on Sept. 1 at 189,919, which compares with 266,312 on Aug. 1, but with only 165,244 on Sept. 1 last year. The statement of the Association setting forth these figures is printed below:

**THE AMERICAN RAILWAY ASSOCIATION.**

*New York, September 10 1915.*

The Committee presents herewith Statistical Statement No. 8, giving a summary of freight car surpluses and shortages for September 1st 1915, with comparisons:

Total Surplus.....	Sept. 1 1915.....	189,919
	Aug. 1 1915.....	266,312
	Sept. 1 1914.....	165,244

The surplus for Aug. 1 1915, shown above, includes figures reported since the issue of Statistical Statement No. 7.

The decreases in surplus under Aug. 1 1915 are chiefly in Group 2 (East), Groups 3 and 6 (Central North), Group 5 (Southeast) in box, coal and gondola cars; and in Group 11 (Canada) in box cars.

Total Shortage.....	Sept. 1 1915.....	6,260
	Aug. 1 1915.....	948
	Sept. 1 1914.....	1,918

The shortage for Aug. 1 1915, shown above, includes figures reported since the issue of Statistical Statement No. 7.

The increases in shortage over Aug. 1 1915 are chiefly in Groups 3 and 6 (Central North) in box cars; and in Group 4 (East) in coal car.

The figures by classes of cars follow:

Classes—	Surplus.	Shortage.
Box.....	102,385	3,367
Flat.....	10,273	181
Coal and Gondola.....	40,919	2,332
Other.....	36,342	380
	189,919	6,260

ARTHUR HALE, Chairman,  
Committee on Relations Between Railroads.

**HOSTILITY TO RAILROADS A DRAWBACK TO PROSPERITY.**

That the hostility of the people against the railroads is the greatest drawback to prosperity in the northwestern section of the country was the opinion expressed by Arthur Reynolds, Vice-President of the Continental & Commercial National Bank of Chicago, in an address before the recent convention of the Washington Bankers' Association. Mr. Reynolds said in part:

The greatest drawback to prosperity in this section of the country is due to the attitude of the people against the railroads. The railroads buy 40% of the lumber used from this country, but they are not buying anything now because of the opposition that has developed in the minds of the people against them, as reflected in the law-making bodies of the country and State.

There will be no decided change for the better in business until we get a better public opinion in the United States towards the railroads and finance in general. We must win more people over to an understanding of what business men and bankers in the country are trying to do.

Mr. Reynolds during the course of his remarks found some fault with the Federal Reserve system, but said that in a general way it satisfied the requirements of the country.

**DECISION AGAINST CHICAGO BOARD OF TRADE IN ANTI-TRUST SUIT.**

A ruling for the Government in its suit against the Chicago Board of Trade for alleged violation of the Sherman anti-trust law by arbitrarily fixing the price of grain to be received in Chicago, was handed down on the 8th inst. by U. S. District Judge Landis. As heretofore stated, the suit, which was filed by the Government on Feb. 11 1913, was directed particularly against the practice of fixing the "call price" of grain each day after trading hours. The "call price" has been abolished by the Board of Trade since the suit was started, but, according to the Government, another rule has been substituted, the effect of which is being watched. According to the Government's petition, grain bought by members of the Board prior to shipment, or while in transit to Chicago, was designated after each day's session as "grain to arrive" and it was stated that the Board established under its rules a public "call" for corn, oats, wheat and rye "to arrive." The Government charged that as a result of this practice the Board fixed the price to be offered for such staples bought or sold from the closing hour to the opening of the following day. The petition alleged that the rule resulted in a conspiracy and combination to prevent competition. The trial of the case took place last January. Judge Landis ordered that a decree be given for the Government against the Board of Trade. District Attorney Clyne, who represented the Government in the proceedings, stated that as soon as the decree is formulated the new rule which has been substituted for the old "call rule" will be examined in the light of the language of the decree.

**THE FOREIGN COMMERCE OF FRANCE FOR THE FIRST SEVEN MONTHS OF 1915.**

[From "L'Economiste Francais," August 28 1915.]

	—First Seven Months—		Inc. (+) or Dec. (—).
	1915.	1914.	
Imports—			
Articles of food.....francs.	1,190,065,000	1,093,672,000	+96,393,000
Material needed for manuf're	1,748,222,000	2,960,588,000	-1,212,366,000
Manufactured articles.....	1,326,104,000	929,886,000	+396,218,000
Totals.....	4,264,391,000	4,984,146,000	-719,755,000
Exports—			
Articles of food.....	321,845,000	417,237,000	-95,392,000
Material needed for manuf're	359,605,000	1,104,091,000	-744,486,000
Manufactured articles.....	883,312,000	2,015,572,000	-1,132,260,000
Parcel post *.....	131,523,000	314,053,000	-182,530,000
Totals.....	1,696,285,000	3,850,953,000	-2,154,668,000

\* Of which 3,649,000 francs were for parcel post containing silk fabric and silk floss. The corresponding figure for 1914 was 22,514,000 francs.

**ANGLO-FRENCH MISSION STUDIES EXCHANGE SITUATION.**

The joint Anglo-French Commission which arrived in New York last week and has, since that time, been conferring with American bankers with a view to adjusting the foreign exchange situation, was understood last night to have neared conclusions in its negotiations covering the proposed loan. The mission has devoted itself to a thorough study of the exchange markets and kindred subjects. This information was contained in an official statement given out by it on Thursday. It was pointed out that "so much has already been accomplished in ascertaining the exact facts of the situation that it is hoped that the time for some definite statement as to progress will soon arrive." The announcement, which was given out by Baron Reading, Chairman of the mission, said:

The mission has nothing of fresh importance to say. Its members have continued, largely in their individual capacities—and occasionally as a body—the discussions already begun with reference to the exchange markets and kindred subjects.

Figures have been collected going to show the total exports in recent years of cotton, grain and other food-stuffs to Great Britain, the totals of such figures having such a direct bearing on the question of establishing credits in this country. The figures as published in one of the newspapers this morning give the total commodity exports of this country last year to Great Britain, Canada and France as approximately \$1,690,000,000, the great part of that being for articles of normal export. These figures, if correct, as we assume them to be, indicate the great volume of international trade involved in this whole situation.

As to any actual negotiations covering a proposed loan, it is almost too much to say that they are actually under way as yet, but so much has already been accomplished in ascertaining the exact facts of the situation that it is hoped that the time for some definite statement as to progress will soon arrive.

The Anglo-French mission is composed of four British and two French representatives. In addition to Baron Reading, the English members include Sir Edward Hopkinson Holden, Chairman of the London City & Midland Bank; Sir Edward Babington Smith, President of the National Bank of Turkey, and Basil P. Blackett, an expert from the British Treasury. The French representatives are M. Ernest Mallett, Regent of the Bank of France, and M. Octave Homberg, who represents the French Foreign Office. The headquarters of the commission are at the Biltmore Hotel in this city. On Monday Baron Reading made a statement for the newspapers which we reprint below from the "Journal of Commerce":

We are not in a position to make a statement at the present time because we are studying the conditions in New York and elsewhere in relation to American exchange on London and Paris. We have received a very considerable number of persons, prominent bankers and other gentlemen, who are interested in the stability of exchange.

The one thing that is very striking about it is that everybody is agreed, as one would expect, in the great importance to be attributed to regulating the exchange so as to provide more stable conditions in exchange than have obtained recently.

The sudden and considerable drop in exchange naturally disturbs, and must disturb, commercial relations between the countries—the United States and Great Britain and France—inasmuch as it makes it so difficult to see ahead what the rate of exchange will be; and moreover, because naturally it makes such a material difference in the prices to be received by the American and the prices to be paid by the Englishman and the Frenchman.

There is a consensus of opinion that it is eminently desirable that some step be made by which stability of this exchange can be secured. You have here in the States very large surpluses of foodstuffs and other materials which you want to export. We, on the other hand, want to import these goods from you. To the commercial man, nothing is more difficult than to arrange fixed prices when there is instability of exchange, such as we have had recently.

We cannot say more than that at the present, but that generally reflects our views on the situation.

**ANALYSIS OF OUR FOREIGN COMMERCE FOR JULY AND THE SEVEN MONTHS.**

The detailed monthly statement of the foreign trade of the United States was completed by the Bureau of Foreign and Domestic Commerce, Department of Commerce, on Sept. 16. The imports and exports by great groups during the month of July and the seven months ending with July 1915, are presented in the following statement:

Groups.	Month of July		7 Mos. end. with July	
	1915.	1914.	1915.	1914.
<b>Imports—</b>				
Crude materials for use in manufac'g.	57,736,235	48,433,946	382,005,240	395,483,117
Foodstuffs in crude condition and food animals	16,464,362	18,852,517	128,970,833	142,296,987
Foodstuffs partly or wholly manuf'd.	23,907,692	26,759,823	183,712,778	158,078,224
Mfrs. for further use in manufacturing.	23,524,781	24,695,188	140,751,412	179,554,085
Mfrs. ready for consumption	21,748,111	39,806,149	166,415,558	255,861,254
Miscellaneous	463,556	1,129,668	7,198,737	9,319,706
<b>Total imports</b>	<b>143,244,737</b>	<b>159,677,291</b>	<b>1,009,054,558</b>	<b>1,140,593,373</b>
<b>Exports—</b>				
Crude materials for use in manufac'g.	26,736,359	22,656,281	351,195,033	328,277,076
Foodstuffs in crude condition and food animals	16,602,408	27,937,100	263,439,384	80,195,409
Foodstuffs partly or wholly manuf'd.	47,622,073	17,988,203	362,830,346	152,088,991
Mfrs. for further use in manufacturing.	43,133,560	29,584,204	245,024,949	224,483,711
Mfrs. ready for consumption	118,800,691	52,519,267	640,163,267	389,555,162
Miscellaneous	12,767,509	274,604	74,847,868	4,075,936
<b>Total domestic exports</b>	<b>264,663,500</b>	<b>150,959,659</b>	<b>1,937,500,847</b>	<b>1,178,676,285</b>
Foreign merchandise exported	4,311,110	3,170,288	33,282,268	22,305,877
<b>Total exports</b>	<b>268,974,610</b>	<b>154,138,947</b>	<b>1,970,783,115</b>	<b>1,200,982,162</b>

The increase in the exports for July, 1915, in the item "miscellaneous" to a total of \$12,767,509 arises from the exportation of horses in that month to the value of \$9,867,257, of mules to the value of \$2,825,142 and of seeds valued at \$57,594.

**NO JURISDICTION BY RESERVE BOARD OVER ANGLO-FRENCH CREDIT.**

In reply to a letter from Senator Lewis of Illinois protesting against the proposed loan for which the Anglo-French Commission is negotiating, the Federal Reserve Board has stated that it has no jurisdiction over loans with foreign governments. The Board also points out that it has no knowledge of the facts attending the negotiations except what it has learned through the newspapers. The letter, which was sent out yesterday, said:

Your letter of Sept. 13 has been received. The question you have raised will receive consideration in case the matter raised by you should come before the Board.

The Board has no knowledge concerning the matter you present except what has appeared during the past few days in the public press, nor has it any jurisdiction over the negotiation of loans with foreign Governments.

Earlier in the week it was stated that the Government, while taking no part in the loan negotiations, had decided that no violation of American neutrality would be involved in the establishment of the proposed credit. Secretary of State Lansing made this clear on the 15th inst. when he reiterated the views of this Government upon credit loans previously made known. The State Department officials, it is said, view the new loan as what is known as a "credit loan," to pay for obligations incurred, or about to be incurred, for the purchase of supplies. Such a loan is viewed as a private commercial transaction, not differing from the traffic in contraband or other war supplies, over which a neutral government is not obligated to exercise any control.

**GERMAN OPPOSITION TO PROPOSED BRITISH LOAN.**

An appeal to American bank depositors generally, and more particularly to those affiliated with the National German-American Alliance, to protest against the use of their money for the proposed Anglo-French loan, has been circulated by Dr. Charles J. Hexamer, President of the Alliance. Dr. Hexamer attacks the "Money Trust" and calls upon "all patriotic American citizens to pass resolutions in every American society or association to express their abhorrence of this unpatriotic and pro-British scheme"; it furthermore urges them to appeal to the President of the United States "to thwart this evil conspiracy." We quote the circular issued by him in full below:

Fellow Citizens: The most sinister influence in our national life has been the Money Trust. The Anglo-American combination of money interests, supported by a large part of the Anglo-American press, which it controls, is doing everything in its power not only to supply England and her allies with munitions of war, but it is also bent upon driving our peaceful nation into the war as an ally of England. The prime movers of the allied Anglo-American money interests are now also actually engaged in formulating the nefarious plot of robbing the American people of their savings which were in good faith deposited by them in our banks, in trust and life insurance companies and in our savings funds for home use. They want to aid England and to enable her to continue the war, which she is now waging to retain the mastery of the seas and to control the commerce of all the world for all times.

I call upon all patriotic American citizens to pass resolutions in every American society or association to express their abhorrence of this unpatriotic and pro-British scheme and to earnestly appeal to the President of the United States and the Secretary of State to thwart this evil conspiracy; a conspiracy which would rob the American people of the money wherewith it can alone develop the natural resources of our land, increase our industries and extend our own commerce across the seas, improve our means of internal transportation and aid our agriculture.

I call upon every true American to write to every financial institution in which he has deposited money, protesting against the use of his money for the proposed Anglo-French \$1,000,000,000 loan.

C. J. HEXAMER.

John Harsen Rhoades, of the Stock Exchange house of Rhoades & Co., has taken occasion to reply to Dr. Hexamer's protest, in which he defends the participation of Americans in the loan. Mr. Rhoades sets out his views as follows:

New York, Sept. 16.

Dr. Charles Hexamer, President National German-American Alliance:

Dear Sir,—I have read with interest your letter addressed to me, as a fellow-citizen, appearing in the press this morning, and presume a reply is in order.

While Americans cannot but be jealous of England's prestige in her control of the seas, I am bound to say that I am quite satisfied with the way in which she has exercised that control. It is to be hoped that the day will come when we shall command the seas, but we shall never command the seas nor anything else until we are willing to play our part as international bankers. As a banker and a citizen I see no reason why we should not loan the Allies such money as they desire without collateral for ten years at 5%. How on earth can we expect to do business if we are unwilling to make loans? If we would play the part of a progressive nation, we have the opportunity to become the financial center of the world. Come, let us choose whom we will, for second place, but America first.

It seems to me rather important to add that throughout the war I have endeavored to maintain an attitude of strict neutrality, so much so that I have been accused of being pro-German. I am not a member of the Money Trust. I own nobody and nobody owns me. But as one who has had twenty-five years' experience as a dealer in bonds I should say that such a loan without collateral, as suggested, would be a safe investment. A similar loan to Germany would be just as commendable, but under the circumstances, and inasmuch as we are not able to sell goods to Germany, it might not seem unfair if we demanded a bit of collateral and a higher rate of interest. Favor for favor is the business man's creed.

Yours very truly,

JOHN HARSEN RHOADES.

**BANK STOCK TO BE INCLUDED IN ASSESSMENT OF STATE DIRECT TAX.**

The New York State Tax Commission has discovered a decision of the Court of Appeals rendered in 1907 which makes the stock of banks of credit and discount taxable. This decision, which was handed down in the case of the People ex rel. City of Geneva vs. Board of Supervisors of Ontario County, was unearthed by the Commission while it was preparing the equalization table for taxation next year, under the direct tax ordered by the Legislature.

The taxation of bank stock will bring into the State Treasury an additional \$800,000 which was not expected when the tax rate was fixed at .0017. The following statement on the subject was given out by the Tax Department on the 11th inst.:

The total assessed value of real property in the State for 1914 was \$11,146,271,012. The total assessed value of personal property in the State (other than stock of State and national banks) for 1914 was \$438,252,976. The total assessed value of stock of State and national banks for 1914 was \$485,896,899, giving a total of \$12,070,420,887.

Applying the direct tax rate of .0017 upon the total taxables of \$12,070,420,887 will raise \$20,519,715.51. The direct State tax of .0017 was adopted by the Legislature for the purpose of producing approximately \$10,000,000 of taxes, and by including the assessment of bank stock an additional \$826,024.73 will be produced. Had the Legislature been advised that the assessment on bank stock might properly have been included in the total taxables that body could have adopted a lower rate.

It seems that heretofore the attention of the State Board of Equalization has never been called to a decision of the Court of Appeals in 1907, in which it was held that "there is no provision which authorizes or justifies the omission from the aggregate assessed valuation of a tax district for the purpose of fixing the amount of State and county taxes to be paid thereby, of the assessed value of bank stock." While this case related to the apportionment of taxes among the tax districts of a county, President Martin Saxe of the Tax Commission and his colleagues, Commissioners Walter H. Knapp and Ralph W. Thomas, were of the unanimous opinion that the principle must be applied in the apportionment of the State tax, and they so reported to the State Board of Equalization.

Comptroller Prendergast of the City of New York has arranged for a consultation with Attorney General Woodbury, when he will urge that the assessment of bank shares should be included in the calculation of the total taxables for levying the direct State tax. The matter is of considerable importance to the City of New York, because of the \$485,896,899 of bank stock assessment, \$349,935,968 is assessed in the Borough of Manhattan alone.

Of the \$20,519,715.51 the total direct tax including the assessment of bank stock, New York City will pay \$13,975,021.73, or 68.12% of the total tax, and the rest of the State will pay \$6,554,633.78.

A conference on the taxability of State and national bank stock was held in Albany on the 13th inst. between Attorney-General Woodbury, First Deputy Attorney-General Lewis, President Martin Saxe of the State Tax Department and Messrs. McIntyre and Peters of the New York City Department of Finance. The representatives from this city went to Albany to enter objection against the proposed taxation of bank stock and based their complaint upon sections of the tax law which they interpreted as indicating that the Legislature did not intend levying a tax on bank shares. They contended that the additional sum which would be obtained from the tax would simply be a surplus in the State's general fund without there being any specific object for its use. It was also pointed out that inasmuch as the returns sent out by the Tax Department contained no provision for the assessment of bank stock the State should not levy upon these shares. On the other hand, Attorney-General Woodbury maintained that the tax law made ample provision for the taxation of bank shares which had been held to be personal property under a decision of the Court of Appeals. It was also contended by the Attorney-General that the provisions of the tax law which the Department of Finance claimed would exclude bank stock from taxation furnished the means for their taxation.

Comptroller Prendergast of New York City and the Corporation Counsel have decided to contest the proposed action of the State Board in levying a tax on bank shares. It is pointed out that if a direct tax of 1.7 mills should be imposed on bank shares the city's contribution to the State for this year would be increased by \$616,609, making the total direct tax to be paid by this city \$13,975,021. The Advisory Council of Real Estate Interests has decided to re-enforce the action of the Comptroller. Regarding its decision in this matter, the Council says:

If the State should determine to take to itself this tax on bank shares it will thus impose upon real estate an additional burden, for the tax on bank shares obtained by the city has always been contributed to the general fund for the purpose of reducing taxation. Each year there are certain funds utilized by the Board of Estimate for meeting a certain proportion of the expenditures under the city budget. Thus, if these funds are to be gradually taken by the State, and the assessed valuation of real estate is to be determined at a lower figure than actually prevails, the possibility of relief is far distant. Consequently, property owners should communicate with the Attorney General and the State Board, impressing upon them the fact that these decisions that have been arrived at recently are unfair and inequitable.

In a formal opinion rendered on the 16th inst. by Attorney General Woodbury at the request of the State Comptroller, the objections of the Department of Finance of New York City to the inclusion of the assessed valuation of State and national bank stock in the equalization upon which the State taxes are to be apportioned were set aside. The Attorney General holds that, in including bank stock in the equalization recently made, the State Board acted within its rights. The following principles were laid down by the Attorney General, each answering an objection made by the Department of Finance:

That shares of bank stock are personal property and taxable as such for State, county and local purposes at the rate and in the manner prescribed by Section 24 of the Tax Law. A Court of Appeals decision exists supporting this contention.

That the assessed valuation of bank stock is required to be returned to the State Tax Commission and has been so actually returned. Accordingly, the Equalization Board was correct when it included these bank shares values in the equalizations.

That the State Comptroller has no power to disregard the valuation of bank stock included in the equalization in apportioning the taxes to be raised by the several counties for State purposes, but is bound by the equalization as made by the State Board.

The opinion also says:

For the purpose of avoiding possible confusion and misunderstanding it is proper to add that the conclusions herein before reached do not in any way change the manner or rate of taxation of bank stock, nor will they have the effect of imposing any additional tax thereon.

Bank stock will continue to be taxed as heretofore at the rate of 1% upon the assessed valuation thereof, as provided by Section 24 of the Tax Law, which is expressly stated to be in lieu of all other taxes for State, county and local purposes.

The conclusions have the force and effect, however, of requiring the localities where banks are located, and which receive the benefit of the tax collected, of contributing or turning over to the State the proper proportionate part of the amount included in that rate for State purposes, because, among other things, it is expressly provided that such tax is in lieu of any State tax.

The only question involved is that of the right of the State to get its proper proportionate part of the 1%, collected as a tax on the assessed valuation of bank stock, levied under the provisions of Section 24 of the Tax Law.

#### AUSTRIAN MINISTER REQUESTS HIS RECALL.

Dr. Constantin Dumba, the Austro-Hungarian Ambassador to this country, whose recall has been requested by the United States Government because of his plans to disorganize the manufacture of munitions in this country, announced on the 14th inst. that he had asked his Foreign Office to recall him on leave of absence in order that he might make a personal report. The fact that the Ambassador had made such a request was reported in the press prior to Dr. Dumba's announcement on Tuesday, and resulted in the submission of a note to Secretary of State Lansing by the German Ambassador, Count von Bernstorff, in which he stated on Tuesday that both he and Dr. Dumba were satisfied that the message had been improperly obtained. It is understood that the matter will be called to the attention of the Department of Justice. With regard to the premature publication of his message, Dr. Dumba said:

I may say that I have sent this message to our Minister for Foreign Affairs:

"I beg your Excellency to recall me on leave of absence for personal report."

This was a purely official message, and now for the first time I authorize its publication. It was sent from the Embassy by the only means which I had to communicate with my Government, and to my astonishment it has become public, though not through the Associated Press, to whom I had planned to give a formal statement when I was prepared to do so. In view of the situation now, I think that I will have nothing whatever to say regarding my position to the American press. I will, however, probably have something to say to the public through the Austrian press after I have returned home.

Agents in New York are arranging reservations for me on a Dutch or Norwegian steamer, but the exact date of my departure has not been determined. I expect that the British Government will afford me safe conduct Mrs. Dumba will go to Washington for a brief stay before meeting me in New York, when we will sail.

It is understood that the Austro-Hungarian Ambassador's request to be recalled "on leave of absence for personal report" is looked upon by officials in Washington as a happy solution of the situation which developed with Dr. Dumba's admission regarding the ammunition plants.

The State Department announced on Thursday that word had been received from the American Legation at Berne, Switzerland, and from Ambassador Penfield, that the note asking for Dr. Dumba's recall had been delivered on Sept. 10. Prior to the receipt of these messages there appeared to be some uncertainty as to whether the note had been received in Vienna.

#### GERMANY BELIEVES HESPERIAN WAS SUNK BY MINE.

A note from the German Government relative to the sinking of the Allan Liner Hesperian was received at the State Department on the 16th inst. As heretofore indicated, the vessel sank on the 6th inst. while being towed into Queens-town after, apparently, having been torpedoed off the coast of Ireland. The text of the German note with regard to the incident has not been made public, but it is reported that the German Government expresses therein the opinion that the vessel was destroyed by a mine. It is understood that the communication does not differ from the summaries cabled from Berlin on Tuesday. In these dispatches it was stated that the German position, as set forth in the note was as follows:

As we are informed from a competent source, the news already received, taken in connection with facts officially known, seems to exclude almost absolutely the possibility that a German submarine could under any circum-

tances have been concerned in sinking the British passenger steamer Hesperian.

Firstly, according to the prearranged distribution, no German submarine should have been on September 4 in that part of the ocean in which the Hesperian sank.

Furthermore, the explosion, according to descriptions received from British sources, was of such a nature as to indicate from its effects that it was rather of a mine than of a torpedo.

The circumstances that, according to these descriptions, the vessel was struck near the bow and that the bow compartments filled with water, goes to confirm this assumption.

The principal testimony in the possession of the State Department going to show that the vessel was torpedoed is contained in an affidavit given by four officers of the Hesperian, which states that "from the steel fragments preserved it is indubitable that the explosion was caused by a torpedo and not by a mine."

#### BRITISH PRIZE COURT CONDEMNS MEAT CARGOES.

The British Prize Court handed down a decision on the 16th inst. condemning the greater part of the American products forming the cargoes of four steamships. The goods on these vessels consisted mostly of American meat products which were valued at about \$2,500,000. Besides the cargoes involved in these particular cases there are additional shipments of packing house products, it is stated, valued at more than \$12,000,000 which are being held up by England and have not been brought before the Prize Court. The steamships involved in this week's decision are three Norwegian steamers, Alfred Nobel, Kim and Bjornstjerne-Bjornson, and the Swedish steamer Fridland. As heretofore stated, the trial of these cases was begun in the Prize Court at London on July 12 before Sir Samuel Evans, President of the Court; Sir Edward Carson, the Attorney-General, asked on behalf of the Crown that the Prize Court condemn the four steamers on the ground that they had been carrying absolute and conditional contraband from America intended for German consumption.

The Court this week disallows sixteen claims, including those of the Morris, Armour, Hammond, Swift and Sulzberger companies, and allows eight claims, including that of the Cudahy Co. of Chicago. The others involved were Danish consignees. The Prize Court gives leave to appeal, fixing the security for costs at \$25,000, divisible among the appellants. Permission has also been given to the Crown attorneys to appeal in the cases of the Cudahy and other claims which were allowed. Sir Samuel Evans, who delivered the opinion, says that it is plain that these ships were proceeding towards Copenhagen when captured, and were carrying more than thirteen times the amount of goods which under normal circumstances would have been taken to that port. He pointed out that that fact gave practical assurance that the goods were intended to find their way to Germany, although, of course, it did not prove conclusively that they were destined for an enemy of Great Britain. In support of his contention Sir Samuel said that the exportation of lard by one American company alone to Copenhagen in three weeks after the war began was twenty times more than in times of peace. He added that only small quantities of canned meat had been sent to Denmark before the war, yet the vessels captured contained hundreds of thousands of tins. These supplies, he said, were intended for German consumption. It was charged that there were quantities of rubber on the Kim and Fridland listed as gum. Referring to this, the opinion said:

I have come to the conclusion that gum is not a true commercial description for rubber and that it was used in the ships' manifests in order to avoid the difficulty which would result in its capture by a belligerent. Any concealment of this sort will, while I sit in the Prize Court, weigh heavily against those who adopt such courses. Neutrals are expected to conduct their neutral trade during the war without false papers and with candor, and belligerents are entitled to expect from neutrals a frank course of conduct.

The Court found that the meat cargoes, which had been shipped principally by American packing companies, were destined, except for some small items, not for consumption in Denmark, but for delivery in Germany.

It is reported that the Chicago packers will appeal to the Privy Council, which meets in October, and if this appeal fails it is expected that they will attempt to have their grievances adjusted through diplomatic channels. According to Thomas E. Wilson, President of Morris & Co., the meat confiscated by Great Britain will be a complete loss to the packers, as there were no advance payments made on the shipments. Attorneys representing Swift & Co., Armour & Co. and Morris & Co. gave out a statement on the 16th inst. concerning the decision, which said in part:

England's confiscation of \$2,500,000 worth of American meat products, as announced in the brief press dispatches to-day, is not justified by the facts or any principle of international law. It can only be construed as another step in England's policy to interfere with the trade of American

citizens with the citizens of neutral countries. All these shipments were destined to neutral countries, and the ship's papers at the time of their seizure clearly showed such fact. They were not destined to or for the enemy of Great Britain, and upon trial of the case no evidence showing they were destined to such enemy of Great Britain was adduced and none could have been. This makes necessary further presentation of stronger protests to the Department of State for an equitable adjustment of the claims.

Prior to the time of the seizure of these shipments every effort was made to comply with every regulation and restriction made by the various Orders-in-Council issued by the Government of Great Britain placed upon such shipments, even though such orders were clearly in violation of the principles of international law, and concerning which orders our State Department notified the Government of Great Britain that this Government would not recognize any prize court decision based upon Orders-in-Council, or upon any rules or regulations other than the recognized principles of international law. Notwithstanding the fact of compliance with every order issued by them, whether reasonable or otherwise, American goods were seized and taken into English ports and held there for many months before opportunity was given to present the claims in the prize court.

From the start those seizures have been arbitrary and unwarranted, and in spite of vigorous protests of our State Department to the representatives of Great Britain.

It would appear from the brief dispatches that the Court bases its right to seize the shipments on the theory that the amount of products being shipped to Denmark in these neutral ships is in excess of quantities received prior to the declaration of war. These neutral countries received large quantities of these products through German ports prior to the war and through other sources of supply which the war shut off. That these countries want more of our products than before furnished no justification for such seizure.

#### ADDRESS OF CONSTITUTIONAL CONVENTION URGING ADOPTION OF NEW CONSTITUTION.

Below we give the full text of the "address to the people" explaining the changes made by the Constitutional Convention of 1915 in drafting a new Constitution and urging the adoption of the revised instrument. This address was adopted by the Convention shortly before its adjournment on Friday, Sept. 10:

The delegates of the people of the State of New York in convention assembled to revise and amend the Constitution of the State present to the people a revised Constitution of eighteen articles.

We have, in the revised Constitution, submitted, retained the general framework of the existing constitution, and have recommended such modifications as in our opinion are essential to the improvement of the government of the State and to remedy the most striking deficiencies of the existing system.

Besides striking out the obsolete matter we have considered upward of 800 amendments proposed, and have adopted 33. The most important of the amendments proposed, deal with:

1. The reorganization of the State government on its administrative side into seventeen civil departments, a reduction in the number of elected officers, and provisions for the appointment of all other officers.
2. Provisions affecting the Legislature, designed to remove from it the consideration of local matters and private claims, and to restore to its true function of enacting laws of general application and of making necessary appropriations for the conduct of the State government.
3. A careful regulation of, and change in the method of making appropriations for the expenses of the State, by means of an annual executive budget.
4. Improvements in the method of contracting indebtedness for the purposes of the State, and the substitution of serial for sinking fund bonds.
5. The grant to cities of as large a control of their own municipal government and affairs as is consistent with State sovereignty.
6. Authority in the Legislature, with the approval of the electors of such county, to provide for any county optional forms of government, and prohibiting the passage of local or special laws relating to a county, except at the instance of its local authorities.
7. Reform in civil procedure in the courts of the State, and provisions affecting the organization and jurisdiction of the courts, designed to prevent delays in the administration of justice and to simplify litigation and make it less expensive.
8. State control over the assessment of taxes on personal and intangible property.

9. The protection of the natural resources of the State under a Conservation Commission.

10. Provisions for the benefit of wage earners by creating a Department of Labor and Industry by extending the benefits of the Workmen's Compensation Act to embrace occupational diseases, and by empowering the Legislature to regulate or prohibit manufacturing in tenement houses.

A number of other matters of only less importance than those referred to also have been embodied in the proposed amendments.

1. The modifications we recommend in the organization of the Executive Department present to the people a plan for ending the present unsystematic, wasteful and irresponsible State government, under which its executive and administrative agencies are distributed among more than 150 bureaus, departments, commissions, boards and officials. Many of these involve duplication of the work of others. We substitute for them a concentration of all such activities into seventeen departments. Of these, two—namely, the Departments of Law and Finance—are to be administered by the Attorney General and the Comptroller respectively; four—namely, the Departments of Labor and Industry, Public Utilities, Conservation and Civil Service—are under the direction of commissions composed of one or more Commissioners appointed for terms extending beyond that of the Governor.

They are vested with both legislative and administrative functions. For these reasons, the consent of the Senate is required to their appointment by the Governor, and they are made removable by the Governor only for cause and after an opportunity to be heard. The Department of Education is continued under the administration of the University of the State of New York, with powers to be exercised by regents chosen by the two Houses of the Legislature voting jointly for terms of nine years, one of them expiring each year. Each of the remaining ten departments is placed under the direction of a responsible head appointed and removable by the Governor.

#### Short Ballot Discussed.

We have applied the principle of the short ballot, by taking the Secretary of State and the State Treasurer out of the class of elective officials, and abolishing the office of State Engineer and Surveyor and transferring his duties to the Department of Public Works, the head of which is to be appointed by the Governor. The elected State officials will thus be, the

Governor and Lieutenant Governor, Attorney General and the Comptroller, all for the term of two years.

We have provided that at the session immediately following the adoption of the constitution, the Legislature shall provide by law for the appropriate assignment to and among these seventeen several departments of all the civil, administrative and executive functions of the State Government, except those of assistants in the office of the Governor; that no department shall hereafter be created, and that any bureau, board, commission, or office hereafter created, except assistants in the office of the Governor, shall be placed in one of the departments so enumerated.

The elective State officials in office at the time the new constitution takes effect are to continue in office until the end of their respective terms.

II. We have extended the class of private or local bills which the Legislature is prohibited from passing so as to embrace bills granting to any corporation, association, or individual the right to prove a claim against the State, or against any civil division thereof, and bills authorizing any civil division of the State to allow or pay any claim or account. We have forbidden the Legislature to audit or allow any private claim or account against the State, or a civil division thereof, while authorizing it to pay such claims and accounts against the State as shall have been audited and allowed according to law. We have provided that no public moneys or property shall be appropriated for the construction or improvement of any building, bridge, dike, canal, feeder, waterway, or other work, until plans and estimates of the cost of such work shall have been filed with the Secretary of State by the Superintendent of Public Works, together with a certificate by him as to whether or not in his judgment the general interests of the State then require that such improvements be made at State expense.

We have abolished the provisions for emergency messages by the Governor, and have required that no bill shall be passed or become a law unless it shall have been printed and upon the desks of the members in its final form at least three calendar legislative days prior to its final passage.

We have required each House of the Legislature not only to keep a complete journal of its proceedings, but also a record of its debates and promptly to publish the same from day to day.

The salary of members of the Legislature was fixed at \$1,500 per annum in 1875. In view of the changes in the value of money and the largely increased cost of living during the forty years since that date, we have increased that compensation to \$2,500 a year, besides the actual railroad fare of the members paid in going to and returning from their homes not oftener than once a week during the session of the Legislature.

An additional reason for this increase was furnished by the argument, earnestly pressed upon us, that many competent and desirable citizens cannot afford to become members of the Legislature at the present rate of compensation. We have also increased the salary of the Governor, after January 1 1917, to \$20,000 a year, as more suitable to the dignity and responsibility of the office of Chief Executive of the State.

#### *Financial Methods Changed.*

III. We have proposed a radical change in the method of providing for the necessary expenditures of the State. Instead of leaving the Legislature to make appropriations without any comprehensive and systematic study of the needs of the various departments of the State government, and the sources of its revenue, leaving to the Governor the power and duty after the adjournment of the Legislature to go over the appropriation bills and cut out items which appear to him to be unnecessary or improper, we have sought to restore the true American ideal which accords with the genius and history of our institutions, by requiring the preparation by the heads of departments in advance of each legislative session of itemized estimates of appropriations to meet the financial needs of each department for the ensuing year, and the preparation by the Governor, after public hearing, for submission to the Legislature, of a complete budget or plan of proposed expenditures and estimated revenues.

We give to the Governor and the heads of the departments, the right to appear before the Legislature and be heard respecting the budget, and make it their duty so to appear if requested by either House. We give to the Legislature the power to reduce or eliminate, but not to increase any item in such proposed budget. The appropriation bills enacted after this procedure are to become laws without the Governor's approval. Appropriations for the expenses of the Judiciary and the Legislature are left subject to the Governor's veto power as at present.

We have sought by these provisions to substitute responsible, far-irresponsible government; appropriations based upon thorough investigation, comprehensive information, and in the light of informed public discussion followed by deliberate action in the early period of the legislative session, for the present complex, irresponsible system of legislation, often by secret conference in committee and hurried enactment with the aid of emergency messages in the closing hours of the session. We believe that these provisions must lead to the elimination of many useless or improvident expenditures, and result in a greater economy in the administration of the State finances.

IV. We have also recommended provisions changing the present cumbersome, uncertain and costly system of providing sinking funds for the retirement of bonds issued by the State, by requiring all bonds of the State to be issued in serials not extending beyond the estimated life of the work or improvement for which the debt is contracted, payable in equal annual installments, and therefore requiring no sinking funds.

#### *The Home Rule Proposal.*

V. We have proposed as large a measure of home rule for the cities of the State as is consistent with the recognition and retention of the sovereignty of the State. We provide that every city shall have the exclusive power to manage, regulate and control its own property, affairs and municipal government. Such power shall include, among others, the right to organize and manage the departments of the city government and to regulate the compensation and method of removal of all city officers and employees, thus enabling them to obtain what is just and fair, both for themselves and the taxpayers, without the necessity in the first instance of application to the State Legislature.

As a last resort, or as a matter of State policy, the Legislature retains power to redress just grievances by the enactment of laws applicable to all the cities of the State without classification or distinction. We make it the duty of the Legislature by general laws to provide for the organization of new cities in such manner as to secure to them the exercise of powers thus granted.

We provide a method for the adoption by existing cities of new charters for the exercise of such powers, which charters must be submitted to the Legislature and become effective if not disapproved by it. Among the powers so granted is that of adopting amendments to charters; but amendments which change the framework of the city government, or modify restrictions as to issuing bonds or contracting debts, must be submitted to the Legislature, and shall take effect as law, sixty days after such submission, unless in the meantime the Legislature shall disapprove the same by joint resolution.

We prohibit the Legislature from passing any law relating to the property, affairs, or municipal government of a city, except such as is applicable to all the cities of the State without classification or distinction, and we

empower the Legislature to delegate to the cities, for exercise within their respective local jurisdictions, such of its powers of legislation as to matters of State concern as it may from time to time deem expedient.

We also require the Legislature to provide for the method and limitations under which debts may be contracted by the cities, counties, towns, villages, and other civil divisions of the State, to the end that such debts shall be payable in annual installments, the last of which shall fall due and be paid within fifty years after such debts shall have been contracted, and in no event for a period longer than the probable life of the work or object for which it is to be contracted.

VI. We authorize the Legislature by general law to establish different forms of government for any county not wholly included within a city, to become effective only when approved by the electors of the county, and to confer upon any elective or appointive county officer or officers any of the powers and duties now exercised by the towns in any county, or by any officer of a town, relating to highways, public safety and the care of the poor.

We have provided that no local or special law relating to a county or counties, except those wholly included within a city, shall be enacted upon request by resolution of the governing body of the county or counties to be affected. We have also authorized the Legislature by general laws to confer upon the boards of supervisors or other governing bodies of the several counties of the State such further powers of local legislation and administration as the Legislature may from time to time deem expedient.

#### *The Reforms in the Courts.*

VII. We have sought to remove the basis for complaints of delays and undue expense in the administration of justice, by amendments dealing with (1) rules of procedure and (2) the organization and jurisdiction of courts and judges. As to the first, we require the Legislature to enact at its next session a short and simple civil practice act which it may not alter or amend, unless at the request of the judges empowered to frame civil practice rules, except at intervals of five years, and then only after report by a commission appointed to consider the subject.

We give to the Judges of the Court of Appeals and Supreme Court exclusive power to make rules of court to regulate details of civil practice. By these provisions we not only do away with the confused and complicated mass of statutes which constitute the Code of Civil Procedure, but we substitute for a rigid statutory regulation of practice, rules of court made to facilitate the progress of litigation without undue technicalities and delays. (2) We recommend an increase in the number of Justices composing the Appellate Division of the Supreme Court in the First Department from seven to not less than ten nor more than twelve and in the Second Department from five to seven.

To supply this enlarged force, provision is made for the election of two new Justices in the First District. In 1914 the Appellate Division in the First Department disposed of 1,500 appeals and 840 motions, more than double that of any other court in the State, except the Appellate Division, in the Second Department, which in 1914 decided about 70% of that number. The changes in organization and increase in the number of Justices recommended is essential to cope with this great volume of business.

The number of cases undisposed of in the Court of Appeals has been steadily increasing. It requires more than two years after appeal taken to that court before a case not entitled to preference can be reached for argument. There are now more than 600 cases pending before it. We recommend that the number of permanently elected judges be increased to ten, and that the three Supreme Court Justices now sitting in the Court of Appeals by designation of the Governor, be continued as Associate Judges of the court until the expiration of their respective terms, after which their successors shall be elected as Associate Judges of the Court of Appeals.

For the purpose of disposing of the present accumulation of business, we require the Court of Appeals within three months after the constitution takes effect, to designate for temporary service in that court not less than four nor more than six Justices of the Supreme Court, and thereupon to divide the Court of Appeals into two parts each of seven judges, each part having equal jurisdiction to hear and dispose of the cases which shall be distributed between them by the chief judge.

When the accumulation of cases has been reduced to 100, but not later than December 31 1917, the Supreme Court Justices are to return to their court and the Court of Appeals is then to resume its normal condition as a single court. Similar provisions are made to deal with accumulations of cases in the future.

#### *To Facilitate Impeachment.*

In order to facilitate impeachment of officers of the State in proper cases, we have provided that the Legislature, of its own motion, may convene to take action in the matter of the removal of a Judge of the Court of Appeals of Justice of the Supreme Court; that the Assembly, of its own motion, may convene for the purposes of impeachment, and that the court for the trial of impeachments may order all or any part of the testimony in any case to be taken and reported by a committee composed of members of the court, except that the impeached officer must be allowed to testify before the court if he so desire.

Applying the principle that no man shall serve as judge in a cause in the outcome of which he has a personal interest, we provide that on the trial of an impeachment of the Governor or Lieutenant-Governor, neither the Lieutenant-Governor nor the Temporary President of the Senate shall act as a member of the court.

We have provided for the appointment by the Appellate Divisions in the First and Second Departments of Supreme Court Commissioners to act as referees or to determine the compensation to be paid when private property is taken for a public use, and to perform such other duties as may be developed upon them by special order, rule of court or the civil practice rules.

We have increased the jurisdiction of county courts in common law actions for the recovery of money only from \$2,000 to \$3,000, and we have authorized the Legislature to confer upon them jurisdiction over actions against non-residents having an office for the regular transaction of business within the county when the cause of action arises within the county.

#### *Consolidation of Courts.*

Recognizing the greatly increased efficiency which has been realized by the consolidation of numerous small courts into single tribunals so organized that their entire judicial force may be kept occupied by the distribution of the business within the jurisdiction of the court among its various terms and parts, we have provided for the extension from and after Jan. 1 1917, over the whole city of New York, of the jurisdiction of the Court of General Sessions in and for the City and County of New York, the abolition of the county courts of Kings, Queens, Richmond and Bronx, and the transfer to the Court of General Sessions of the criminal jurisdiction of those courts.

We have also provided for the extension from and after Jan. 1 1917, over the whole city of the jurisdiction of the City Court of the City of New York, the transfer to it of the civil jurisdiction of the county courts of Kings, Queens, Richmond and Bronx, and the increase of its jurisdiction in common law actions for the recovery of money only to \$3,000.

In order to obviate delays in criminal cases we have authorized the Legislature to confer upon any inferior local court power to try without a jury offenses of the grade of misdemeanor. We have provided that any person may, in the manner prescribed by law, after examination or commitment by a magistrate, waive indictment and trial by jury on a charge of felony punishable by not exceeding five years' imprisonment, or of an indictable misdemeanor, all subsequent proceedings being had by information before a superior court of criminal jurisdiction, or a Judge or Justice thereof.

This will remove a source of serious complaint in those counties where there is sometimes a period of three and four months between grand juries, so that a person charged with crime, even if willing to plead guilty, must be held on bail, or kept in prison, until the next session of the grand jury, in order that the formality of indictment may be observed before his plea can be received. We have provided that in any criminal case the party accused shall have the right to at least one appeal. We have also provided that every person shall be entitled to the equal protection of the laws.

To enable the Legislature to deal with delinquent children, not as criminals, but as wards of the State, and to regulate domestic relations on a broader basis than the mere enforcement of penal laws, we have empowered the Legislature to establish children's courts and courts of domestic relations, as separate courts or parts of existing courts or courts hereafter created, and to confer upon them such equity and other jurisdiction as may be necessary for the correction, protection, guardianship and disposition of delinquent, neglected or dependent minors, and for the punishment of adults responsible therefor, and of all persons legally chargeable with the support of wife or children who have abandoned or neglected to support either.

To prevent the constant partisan political legislation affecting the Court of Claims, we have continued that court as a constitutional tribunal, with appropriate jurisdiction for the hearing and determination of claims against the State.

#### The Taxation Article.

VIII. We recommend the adoption of a new article respecting taxation, which empowers the Legislature to prescribe how taxable subjects shall be assessed, and to provide for officers to execute laws relating to the assessment and collection of taxes, and for the supervision, review and equalization of assessments. We provide that the power of taxation shall never be surrendered, suspended, or contracted away, except as to securities of the State or a civil division thereof, and that hereafter no exemption from taxation shall be granted except by general laws and upon an affirmative vote of two-thirds of all the members elected to each house.

We recommend provisions under which the Legislature for the assessment of real property heretofore locally assessed may, with the approval of the electors, establish tax districts embracing one county or any part thereof, and make the assessment roll for such district serve for all the lesser tax districts within its boundaries, thus providing a uniform rule of assessment for all purposes throughout the county or district.

IX. We have provided for a department of conservation, to consist of nine commissioners to serve without compensation and to be appointed for terms to expire in nine successive years, their successors to be appointed for terms of nine years each, one of whom shall reside in each judicial district. This department is charged with the development and protection of the natural resources of the State, the encouragement of forestry and the suppression of forest fires throughout the State, the exclusive care, maintenance and administration of the forest preserve, the conservation, prevention of pollution and regulation of the waters of the State, the protection and propagation of its fish, birds, game, shellfish and crustacea, except migratory fish of the sea within the limits of the marine district.

We continue the provision that the forest preserve shall be forever kept as wild forest lands. We require the Legislature annually to make provision for the purchase of real property within the Adirondack and Catskill parks, the reforestation of lands and the making of boundary and valuation surveys, and we provide that the violation of any of the provisions of the article dealing with conservation may be restrained at the suit of the people, or of any citizen.

#### Labor's Needs Recognized.

X. We have recognized the needs of the wage earning class of our people: (1) by creating the Department of Labor and Industry as one of the civil departments of the State Government, at the head of which is to be an Industrial Commissioner or Commissioner as may be provided by law; (2) by including in the amended Constitution the provisions of the Workmen's Compensation Amendment adopted in 1913, and extending its provisions, so as to embrace compensation for injury or death resulting from occupational diseases of employees, and (3) by conferring upon the Legislature, power to regulate or prohibit manufacturing in tenement houses.

XI. We have extended the existing constitutional prohibition against the sale, lease, or other disposition of the Erie and other canals so as to embrace canal terminals heretofore or hereafter constructed, and we have provided that the abandonment, sale, or other disposition of canals or canal property which shall cease to be a portion of the canal system of the State, shall be only under and pursuant to general laws which shall secure to the State a fair appraised value of the property abandoned or sold. We provide that the Legislature by general, not special laws, may provide for the lease of surplus waters of the State canals.

XII. We have continued with but slight changes the provisions of the existing constitution respecting the composition of the Senate and Assembly, and the reappointment of their members according to the number of inhabitants of the State, exclusive of aliens. We provide that such reapportionment, after the year 1916, shall be based upon the Federal Census, unless the same shall not be available; and, in conformity with the home rule principle in its application to counties, we provide that in any city embracing an entire county, or more than one county, and having no Board of Supervisors, the members elected from such county to the Board of Aldermen, or other body most nearly exercising the powers of the Board of Aldermen, shall meet and divide such county into Assembly districts according to the rule prescribed by the Constitution.

#### School System Unchanged.

XIII. We leave unchanged the provisions in the present constitution requiring the State to provide for the maintenance and support of a system of free common schools wherein all the children of the State may be educated, and forbidding the use of the property, credit, or money of the State directly or indirectly for the aid or maintenance of any school or institution wholly or in part under the control or direction of any religious denomination.

XIV. We have not deemed it expedient to recommend provisions making more difficult the adoption of amendments to the constitution; but in order that the attention of the public may be directed to any attempts at amendment, we have provided that in case any proposed amendment to the constitution shall be adopted by either house of the Legislature, on the first Tuesday following such adoption, the two houses shall convene in joint session for the consideration thereof, and that thereafter the pro-

posal shall be considered and acted upon by the two houses separately and that such proposal shall not be passed until after it shall have been printed and upon the desks of the members in its final form for at least five calendar legislative days prior to final action.

XV. Other provisions not herein specifically enumerated have been adopted by us as desirable amendments to the existing constitution. We earnestly recommend all of these proposals to the favorable consideration of the electors of the State, believing that their adoption will result in a very great improvement in the government of the State and its civil divisions, and thus promote the welfare of all of its inhabitants.

In convention.

Albany, September 10 1915.

ELIHU ROOT,

President and Delegate at Large.

WILLIAM D. CUNNINGHAM, Secretary.

#### EFFORTS ON BEHALF OF AMERICAN IMPORTERS OF GERMAN GOODS.

As indicated last week, the Foreign Trade Advisers of the State Department have prepared a statement instructing American importers as to what action they should take in order to secure the release of German goods ordered prior to the issuance on March 1 of the British Order-in-Council in conformity with the concessions understood to have been granted by Great Britain in its embargo against Germany. The Merchants Association of New York proposes for the benefit of its members, to keep informed as to the developments in the trade situation resulting from these reported concessions. Announcement that such a course would be pursued is contained in the weekly publication of the Association. S. C. Mead, Secretary of the Association, will have charge of the collection and distribution to members of the information received from the State Department concerning regulations. The Merchants Association says in this connection:

The incurring of liability for the payment of goods by the American importer prior to March 1 1915 is to be the basis on which permits for shipments will be issued in the future.

It will not be necessary to prove a payment made, but the American purchaser must show that he was legally bound to pay for the goods before that date. Evidence that will substantiate the above facts should be submitted to the foreign trade advisers by interested houses as follows:

(a) An affidavit giving the history of the case and showing all the documentary evidence submitted.

(b) Either the original contract or certified copies of the same.

(c) Copies of order sheets, the original acceptances, invoices and consular invoices, if available.

In addition to these proofs all marks, numbers, value and cost of goods, and the name and address of shipping agent in neutral port should be given.

It is reported that the machinery necessary to permit American importers to submit their cases through the Trade Advisers and the British Embassy has not been provided for in the Embassy. It must be established that the importers are liable for the goods to be brought in and for this purpose the British Embassy must be equipped with a number of clerks and law officers to inspect the applications filed. Until provision has been made to take care of this work, a large number of applications are being held in the office of the Trade Advisers. Advice from Washington on the 14th inst. said that the explanation given in British quarters for the delay in carrying out the concessions granted by Great Britain was that the approval of the plan by France was awaited.

It is stated that applications for permits to ship Belgian goods will be presented through the Trade Advisers to the British Embassy and shipments will be authorized by British consular officers at neutral ports provided the following data is furnished:

1.—A declaration from a Belgian local authority that the goods in question are of Belgian origin or manufacture.

2.—A written guarantee from a bank in Great Britain that the purchase money for the goods has been deposited with them and will not be withdrawn without the special authorization of the British Government during the continuance of the occupation of Belgium by Germany, or, alternatively, clear evidence that the purchase money was remitted to Belgium before July 31 1915.

Steps have been taken by the American Importers' Association looking to the release of merchandise contracted for by American merchants prior to March 1 and detained as a result of the British Orders-in-Council. A meeting of the Association was held on the 13th inst. at the offices of ex-Judge Sharretts, 165 Broadway, who is counsel for the organization. As previously stated, Mr. Sharretts conferred last week with Trade Adviser Fleming of the State Department and Sir Richard Crawford, commercial attache of the British Embassy. The counsel informed the importers that the British Embassy had assured him that hereafter the settlement of cases involving goods ordered prior to March 1 would be handled by the Foreign Trade Advisers and the British Embassy at Washington, and not in London as formerly. Ex-Judge Sharretts was also informed that special permits through the Foreign Office at London would no longer continue. The importers were instructed to file



their petitions promptly as they would be considered by the Foreign Trade Advisers and the British Embassy in accordance with the priority of presentation. Great satisfaction was expressed by the merchants who were present at the meeting because their petitions would be considered in Washington, thus obviating the necessity of securing permits through London agencies.

#### LACK OF DATA DELAYS COTTON PURCHASES BY GREAT BRITAIN.

The purchase of certain lots of American cotton detained in England as a result of the Order-in-Council has not been concluded because of the failure of claimants to supply sufficient commercial data to the British Government so that it can take the cases under consideration. This announcement was made by the State Department on the 11th inst. The shipments of cotton were made prior to the enforcement of the British blockading order and the British Government agreed to pay for the cotton which was thus detained and taken over under the order. The statement issued by the State Department is as follows:

The Department of State is informed by the Consul-General in London that it has been found impossible to conclude the purchase of certain lots of American cotton detained in Great Britain under what is known as the cotton agreement, because of the failure of the claimants to supply the commercial details necessary to the consideration of their consignments.

It is informed that it is indispensable that the bills of lading, invoices, copies of the contracts and confirmation of the contracts should be supplied, and that the Board of Trade, whose officers are making these purchases, will deal with all the claims as promptly as possible, but must have all the commercial data bearing upon individual cases before they can do so.

#### NORWEGIAN-AMERICAN CHAMBER OF COMMERCE FORMED.

With a view to extending trade between Norway and this country, the Norwegian-American Chamber of Commerce, Inc., has been incorporated under the laws of New York. It is reported that many merchants and institutions interested in trade between the two countries have already made application for membership and that the leading importers and exporters in Norway have been asked to join. The temporary officers are: Max M. Norman, President; John A. Gade, Vice-President; Ingvar Tokstad, Treasurer, and A. M. Rygg, Secretary. The Norwegian Government, it is reported, has promised to support the institution through its Consul-General.

#### TO URGE ESTABLISHMENT OF CHINESE-AMERICAN BANK.

The Department of Commerce was advised on the 10th inst. by Commercial Attache Arnold at Peking that the Chairman and Secretary of the Chinese commission which recently visited this country, for the purpose of extending commerce between the United States and China, were in Peking arranging an audience with the President of the Republic. According to Mr. Arnold's dispatch, the commissioners declared that the immediate establishment of a Chinese-American bank and a trans-Pacific steamship company was "absolutely necessary" for the advancement of trade between the United States and China.

It will be recalled that the Honorary Commercial Commission of the Republic of China visited this city early last June, and a proposal was announced at that time for the formation in this country of a Chinese-American bank whose stock would be sold in equal parts in America and China. The Chairman of the Commission made public the plans for the establishment of such a bank and drafts of the prospectus were distributed at a dinner of the Chinese Merchants' Association. It was reported at that time that leading capitalists of New York and San Francisco were interested in the movement. Previous reference to the proposed establishment of a Chinese-American bank was made in our issue of June 12.

#### SEEKS EXTENSION OF UNITED STATES TRADE WITH RUSSIA.

With a view to furthering trade relations between the United States and Russia, Alexander Behr, Vice-President of the Russian-American Chamber of Commerce at Moscow, will visit this country, making a tour of the principal commercial centers. Mr. Behr sailed from Christiania on the 3d inst. The Bureau of Foreign and Domestic Commerce will co-operate with him during his trip and assist him in gaining as wide a hearing as possible. It is stated that one of the chief objects of Mr. Behr's visit is the founding of an American bank in Russia. The project for the establishment of such an institution has been brought to the attention

of Consul-General Snodgrass at Moscow, who received a letter from the Russian-American Chamber of Commerce which said in part:

In our endeavors to enlarge the existing commercial relations between the United States and Russia we are confronted with questions of extended credit, means of securing more practical methods of payments and the need of a medium whereby matters of transportation, insurance, standing of firms and other confidential subjects could be treated to the satisfaction of those in the United States who are not acquainted with Russia and its people and of Russian merchants not acquainted with existing conditions of trade in the United States.

After mature consideration regarding the best means to insure the success of the important undertaking which we are endeavoring to establish on a firmer basis, we have arrived at the conclusion that the establishment of an American bank in Russia is of the greatest importance.

We do not overlook the fact that for many years business transactions between the United States and Russia have been served and certainly served very well, by existing banks in this country, covering yearly millions of dollars, and that such banks are, even at the present moment, ready to meet all requirements of any specific industry, trade or personal enterprise. Yet we are under the impression that were there a purely American bank established here with the purpose, first and foremost, to render the necessary assistance in all the various phases of pecuniary transactions between the two countries, to serve as a medium when opportunity may arise in the investment of capital, and to offer to the business centers of the United States a certain moral guaranty that their interests are safeguarded by an institution founded for the special purpose of trading with this country, it would prove to be the nucleus of an enormous business which could be developed.

#### NAVAL ADVISORY BOARD NAMED.

The personnel of the Naval Advisory Board, a body of scientists and inventors who will assist in the technical development of the United States Navy, was made public by Secretary of the Navy Daniels on the 12th inst. The board consists of twenty-three members, including Thomas A. Edison, who was selected Chairman by Mr. Daniels. In announcing the names of the members, Secretary Daniels made the following statement:

Desiring to make available the latent inventive genius of our country to improve our navy, a short time ago I requested Mr. Thomas A. Edison to become Chairman of an advisory board of eminent men who would make up the board. Mr. Edison, with the patriotism characteristic of American inventors, accepted the call to duty.

The plan adopted for selecting the members of the advisory board was as follows: I requested eleven great engineering and scientific societies to select by popular election two members each to represent their society on the board. The result has been most gratifying. I have received the nominations of all these societies and have accepted them, and it only remains to have a meeting, organize and determine the method of procedure in order to utilize to the best advantage of our navy this mobilization of the talent and genius of our great country.

The responses of the various societies invited to co-operate in the great undertaking indicate the patriotic enthusiasm awakened by this call to duty.

The twenty-two members of the board who were chosen by ballot by eleven of the principal scientific societies of the country, each organization naming two members, are:

W. R. Whitney and L. H. Baekeland of the American Chemical Society.

Frank Julian Sprague and Benjamin G. Lamme of the American Institute of Electrical Engineers.

Robert S. Woodward and Arthur G. Webster of the American Mathematical Society.

Andrew M. Hunt and Alfred Craven of the American Society of Civil Engineers.

Mathew B. Sellers and Hudson Maxim of the American Aeronautical Society.

Peter Cooper Hewitt and Thomas Robins of the Inventors' Guild.

Howard E. Coffin and Andrew L. Riker of the American Society of Automobile Engineers.

William L. Saunders and Benjamin B. Thayer of the American Institute of Mining Engineers.

Joseph W. Richards and Lawrence Addicks of the American Electro-Chemical Society.

William Leroy Emmet and Spencer Miller of the American Society of Mechanical Engineers.

Henry A. W. Wood and Elmer A. Sperry of the American Society of Aeronautic Engineers.

The first general meeting of the board has been called for Oct. 6 in the office of Secretary Daniels in Washington. At that time, it is stated, the organization of the body will be perfected and steps taken towards a division of the board into convenient groups for the purpose of studying the problems which will be brought forward. It is reported that the Advisory Board will be assisted in its work by each of the eleven scientific societies represented. According to Secretary Daniels, several of these societies have already named committees who are to co-operate with their members on the board.

#### DIVIDEND DECLARED BY NEW YORK STATE INSURANCE FUND.

The directors of the New York State Insurance Fund which was created under the Workmen's Compensation Law, have declared dividends averaging about 15% to policyholders on the second six months ended June 30. As previously mentioned, the State Fund declared dividends averaging about 20% on the first six months' business. The reduction in the rate for the second period is said to have been occasioned by a rate reduction of 12%, which went into effect Jan. 1. The net cost of insurance to policyholders, it is

stated was 7% less for the second six months than for the first. Every employer insured in the Fund will receive a dividend except those who paid the minimum premium of \$4, or whose accounts showed an excess of disbursements over premiums. Dividends were declared in all of the 42 groups of employment enumerated in the Workmen's Compensation Act, the highest disbursement being 20%, paid in the light manufacturing groups. The lowest rate is 5% paid in the transportation, public utilities and miscellaneous trades. In the heavier manufacturing, building construction, mining, quarrying and lumber industries, 15% is paid. The net premiums received by the State Fund for the 12 months ended June 30 amounted to \$1,287,037. The number of policyholders on June 30 was 7,853. A surplus of \$370,829 is reported to have accrued to policyholders on the first year's business after paying all losses and setting up a loss reserve of \$621,883 and a catastrophe surplus of \$109,111. The announcement states that the ratio loss for the first year was 64.7%, which is regarded as satisfactory, since the normal loss ratio for insurance companies operating under the New York Act is 65.7%. The statement of the directors of the State Fund says:

The experience of the State Fund to date indicates that the present rates are adequate to cover losses, to provide ample reserve and surplus funds and to yield substantial dividends to policyholders.

As heretofore stated, July 1 marked the close of the first year's operation of the New York Workmen's Compensation Law. A summary of the showing for the first nine months ending March 31 was published in our issue of July 17.

J. Spencer Baldwin, Manager of the State Insurance Fund, took occasion on August 30 to reply to a criticism of the administration of the Fund; his defense was embodied in the following letter addressed to the New York "Times":

To the Editor of The New York "Times":

In your issue of Aug. 30 there appears a letter reflecting upon the administration of the State Insurance Fund, signed by Harrison Law, who attempts to show that the State Fund has obtained the surplus distributed in dividends to policyholders by cutting down its reserves below the level required in the case of the stock and mutual companies. He asserts that the State Fund has set up no reserves for unearned premiums, and alleges that the State Fund has given as an excuse for this course the plea "that inasmuch as its policies cannot be canceled, therefore it is not called upon to keep an unearned premium reserve." Mr. Law declares that if the State Fund were compelled to maintain such a reserve it would have a deficit of over \$500,000 on the first year.

This representation is wrong in every particular. The State Fund maintains an unearned premium reserve upon precisely the same basis as do the stock and mutual companies. The amount of the unearned premium reserve on June 30 1915 was \$68,754.32. This amount was small simply because the bulk of the business of the State Fund was written from July 1 1914, and renewed from Jan. 1 1915 for the second six months' policy term, so that a very large proportion of the premiums on the first year's business had been earned on June 30 1915. It may be well to explain here, for the benefit of the lay reader, that the reserve for unearned premiums is made up of that amount of the net premiums corresponding to the proportion of the policy term during which the insurance has still to run. The unearned premium reserve on any policy is equivalent to the whole premium at the beginning of the term, and gradually diminishes during the term.

Mr. Law takes the figure for the net premiums written by the State Fund during the twelve months ended June 30, which amounted to \$1,287,037, and sets down 50% of this amount, which he gives incorrectly as \$643,018, as the amount of the earned premium reserve which the State Fund should carry as of June 30 1915. The actual premium reserve of the State Fund on that date was, as I have stated, \$68,754.32. The amount of the unearned premiums on the same date was \$1,182,222.11. The extraordinary error into which Mr. Law has fallen is due to his failure to take account of two facts: First, that the State Fund business is all written on a semi-annual basis, and second, that the great majority of its policies date from July 1 and Jan. 1.

The fact is that the State Fund reserves are set up on a basis of absolute adequacy and in strict accordance with sound insurance principles. The State Fund is actually carrying higher loss reserves than it would be required to maintain under the provisions of the general insurance law. Its method of setting up reserves has been approved by the State Insurance Department, which has ordered the mutual companies writing compensation insurance to set up their reserves on the same basis.

F. SPENCER BALDWIN,  
Manager State Insurance Fund.

New York, Aug. 30 1915.

#### CODIFICATION AND REVISION OF REGULATIONS FOR DESTRUCTION OF PAPER MONEY.

The regulations for the destruction of paper money and securities of the United States in process of being canceled and retired were codified and revised by Secretary of the Treasury McAdoo on August 6. Press accounts say that this is the first formal revision of these instructions since the administration of Secretary Chase by whom the first regulations for the destruction of retired obligations were issued on March 1 1864. During the fiscal year of 1915 377,364,188 redeemed notes (paper money) of a nominal value of \$1,541,131,111 were destroyed by maceration. It is estimated that these notes weighed 590 tons; in other words, an average of 1,250,000 pieces of worn out paper money of a nominal value of \$5,000,000, and weighing almost two tons,

were destroyed daily during the year lately closed. The development of this work since the Civil War, when paper money was first issued, is indicated by comparison with the figures for the fiscal year 1865 when 70,000,000 pieces of redeemed currency were destroyed, of a face value of \$144,219,920, which included a large amount of fractional currency. Secretary Chase's regulations were based upon the Act of Congress of March 17 1862, authorizing the Secretary to prescribe the method of destroying notes unfit for circulation. Although changes in the Treasury Department's business have resulted in the modification of practically every procedure established by the original regulations, Secretary Chase's order had never been abrogated or formally revised. There have been many changes in practice, however, during the intervening years, and many of them are not matters of record. By Secretary McAdoo's order early last month, these changes are now compiled and brought up to date, with additional modifications as safeguards to meet the conditions of the present day. When Secretary Chase issued his original order the Government's money and securities were printed under contract. Since then the Bureau of Engraving and Printing has been established, and printing by contract abandoned; the national bank law enacted, introducing a new form of currency; the duty of the Treasurer and Register modified; and the Federal Reserve system inaugurated, providing another form of currency. In Secretary Chase's time, paper money and securities were destroyed by burning. Experience showed that this was not the safest plan in connection with the destruction of distinctive paper, because it is difficult to burn bundles of money, and undestroyed pieces may escape through the chimney. For this reason the Act of June 23 1874 authorized the destruction by maceration.

The destruction of this currency paper has always been witnessed by joint committees. This policy is continued in Secretary McAdoo's order. The destruction committee was composed of representatives of the Secretary of the Treasury, the Treasurer of the United States, the Register of the Treasury, and a witness on behalf of the public. The last-named position was abolished at the last session of Congress. Under Secretary McAdoo's order of August 6 the destruction of United States currency will be witnessed by a committee composed of representatives of the Secretary of the Treasury and the Treasurer of the United States; National Bank and Federal Reserve Bank currency by representatives of the Secretary of the Treasury, the Comptroller of the Currency, the Treasurer of the United States, and the national bank or the Federal Reserve bank concerned; Federal Reserve notes by representatives of the Secretary of the Treasury and the Comptroller of the Currency; internal revenue stamps by representatives of the Secretary of the Treasury and the Commissioner of Internal Revenue; imperfectly printed work in the Bureau of Engraving and Printing by representatives of the Secretary of the Treasury and the Director of the Bureau; and interest-bearing obligations of the United States by representatives of the Secretary of the Treasury, the Register of the Treasury and the Treasurer of the United States. The representative of the Secretary on each of these committees will act as chairman, and each member of the committee will check the money and securities delivered as well as witness their destruction. In the past one member of the committee has usually verified the amount and the whole committee witnessed the destruction. The new regulations are designed to simplify the work and throw greater safeguards around the destruction of money and securities.

#### COMMERCIAL TREATIES OF THE UNITED STATES.

In anticipation of the responsibilities which will fall upon the United States when the world begins to repair the treaty relations destroyed or dislocated by war, the Foreign Relations Committee of the National Foreign Trade Council has caused to be prepared by Carman F. Randolph of the New York Bar a compact "Brief on Commercial Treaties of the United States." The prominence of the members of the committee under whose auspices this brief is issued indicates the importance of the subject to foreign trade. They are: Henry Howard, Vice-President Merrimac Chemical Co., Boston, Mass.; Alba B. Johnson, President Bladwin Locomotive Works, Philadelphia, Pa.; C. M. Muchnic, Vice-President American Locomotive Sales Corporation, New York; M. A. Cudin, Foreign Manager General Electric Co., Schenectady, N. Y., and Willard Straight, who is connected with J. P. Morgan & Co., New York.

The brief lists and discusses the commercial treaties in force between the United States and other nations and in the convenient appendix embodies those provisions of existing treaties relating to commerce. It serves to bring to mind that the provision of the Underwood-Simmons Tariff Act, authorizing the President, subject to Congressional approval, to negotiate trade agreements with foreign countries, looking toward freer trade relations and further reciprocal expansion of commerce, has not yet been employed to further our commerce and elicit our opportunities. Allusion is also made to the requirement of the La Follette Seamen's Act directing the President to notify every Government with whom the United States has a treaty agreement giving the aid of the public authorities in the arrests and imprisonment of foreign officers and seamen who desert their ships in our ports, that all such agreements will terminate upon the expiration of the period designated in each treaty for termination after notice. Of this the brief says:

It is a diplomatic commonplace that whichever party first moves to abrogate part of a treaty, puts the whole at risk. The other party is entitled to treat all the provisions as interdependent. Whether it shall meet the move by acquiescence or by notice either of a compensatory alteration or of complete abrogation depends on circumstances.

The brief also says in part:

The nations appear to be at the threshold of an era of unprecedented activity in the making and revising of treaties, so seriously has the war dislocated the system of international contracts affecting the entire eastern hemisphere, and the western hemisphere cannot be unconcerned. How far the distinctively political phases of this new treaty making will affect the United States remains to be seen. The commercial phases will deeply concern us and may to a substantial degree invite our active participation.

We appreciate how greatly the war affects the network of international commercial arrangements. We realize that in this general disturbance there is to us both promise of benefit and threat of injury. Furthermore, the war has only emphasized and complicated a national interest in commercial treaties necessarily involved in our movement for export trade in manufactures. If we are urged to "preparedness" for the chance of war, we are not less urged to "preparedness" for the certainty of a sharper struggle for trade than we have ever experienced—a struggle wherein commercial treaties and arrangements will play leading parts.

Our diplomacy, however zealous and wise, will better promote our reasonable commercial needs if mercantile and financial interests shall co-operate in the shaping of our policy. Such co-operation involves not only the obvious factor of expert business advice but an appreciation of the legal side of international trade conditions covering such matters as these: our commercial treaties in force; important commercial relationships among foreign countries; the effect of war upon commercial treaties; the treaty-making power of the United States; the powers of other governments the relation of maritime war to commerce; the novel war legislation in regard to commerce; navigation laws; trade with colonies and protectorates, &c.

There is embodied in the brief a compact analysis of the spirit of existing commercial treaties, with reference to the legal position of American traders in foreign countries and of foreign traders in the United States, "the most favored nation rule," shipping (including a summary of the present position of the 5% discriminatory discount in favor of goods imported in American bottoms, authorized by the present tariff but not put into effect), the protection of patents, trade marks, &c., commerce during war and guarantees for neutral commerce. The appendix lists the nations to whom notification of termination of treaty provisions in conflict with the Seamen's Act has been sent and also the President's proclamation abrogating the treaty with Russia and leaving the United States without commercial treaty relation with that country.

#### APPOINTMENTS TO PAN-AMERICAN COMMITTEES.

Additional appointments in connection with the committees which are to continue the work of the Pan-American Financial Conference were announced by Secretary of the Treasury McAdoo on the 13th inst. The following were named as members of the permanent group committees which will carry on the work inaugurated at the Conference by the temporary group committees:

Permanent Group Committees.—Chili—Charles H. Sablin, President Guaranty Trust Co., New York City, Chairman.  
Costa Rica.—John Crosby, Washburn-Crosby Co., Minneapolis, Minn.  
Ecuador.—F. I. Kent, Vice-President Bankers Trust Co., New York City.  
Nicaragua.—Prof. Jeremiah W. Jenks, New York University, New York City.  
Peru.—William Loeb Jr., American Smelting & Refining Co., New York City.  
Salvador.—Eugene P. Carver, Boston, Mass.  
Uruguay.—A. M. Harris, President Harris Trust & Savings Bank, Chicago.  
Venezuela.—H. G. P. Deans, Manager Foreign Department Merchants Loan & Trust Co., Chicago, Chairman.

The group committees will keep in touch with the delegates from the countries to which they are assigned and thus provide a recognized channel through which reliable information can be obtained.

Secretary McAdoo also appointed on the 13th inst. Duncan U. Fletcher, President of the Southern Commercial Congress,

as a member of the International High Commission on Uniform Laws. The other members of this Commission were named by Mr. McAdoo on June 22. They are: Secretary McAdoo, Chairman; John Bassett Moore of Columbia University, Vice-Chairman; John H. Fahey, President of the United States Chamber of Commerce; David R. Francis of St. Louis; E. H. Gary, Chairman of the Board of the United States Steel Corporation; A. B. Hepburn, Chairman of the Board of the Chase National Bank of New York; George M. Reynolds, President of the Continental & Commercial National Bank of Chicago; Henry P. Davison of J. P. Morgan & Co. and Samuel Untermyer of New York.

#### BANKING, LEGISLATIVE AND FINANCIAL NEWS.

No sales of bank stocks were made at the Stock Exchange this week and only one lot, 15 shares, was sold at auction. Thirteen shares of trust company stock were also sold at auction.

Shares, BANK—New York.	Low.	High.	Close.	Last previous sale.
15 Corn Exchange Bank.....	307½	307½	307½	Sept. 1915— 307½
TRUST COMPANY.				
13 Equitable Trust Co.....	410½	410½	410½	Sept. 1915— 410

We issue to-day our annual "Bankers' Convention Supplement," containing the detailed report of the proceedings of the 1915 annual convention of the American Bankers' Association, held at Seattle last week. This publication goes to all our subscribers throughout the world.

William A. Law, the young retiring President of the American Bankers' Association, has had an interesting banking career, rising through his own ability and industry to the place he occupies in financial circles. Mr. Law is a South Carolinian, the son of the Rev. Dr. Thomas H. Law, who is stated Clerk of the Southern Presbyterian Church. After graduating from college, Mr. Law taught school two years in Wilmington, N. C., and then was official stenographer of the Seventh Judicial District of South Carolina for seven years. In 1891 he organized the Spartansburg Savings Bank, becoming its President. Two years later he was elected President of the Central National Bank of Spartansburg and in 1903 he accepted the Assistant Cashiership of the Merchants' National Bank of Philadelphia. He advanced from this position through various gradations to President; when the Merchants' National was merged with the First National Bank of that city, he was made Vice-President of the latter and on May 1 of this year he was elected President.

The election reported in these columns last week of J. S. Calfee, Cashier of the Mechanics-American National Bank of St. Louis, as Vice-President of the new National Bank Section of the American Bankers' Association, is of special interest, since the movement to organize this section is understood to have originated with him. Mr. Calfee was prevented at the last moment from attending the convention, and the proposal was presented to representatives of the national banks by W. M. Van Deusen of Newark, N. J., who has been made a member of the executive committee of the section. It was felt by those who favored the movement that problems which might arise affecting the Federal Reserve Act could be discussed to better advantage by a section embracing the national banks exclusively, and its organization was hence proceeded with. Its formation was subject to the approval of the Executive Committee, which has been received.

Sereno S. Pratt, Secretary of the New York Chamber of Commerce, died in Troy, N. Y., on the 14th inst., where he had recently undergone an operation. Mr. Pratt was born in 1858 and became editor of the St. Alban's "Advertiser" when 18 years old. He was prominent in newspaper work, having been Wall Street editor of several dailies and for a time also editor of the "Wall Street Journal." Mr. Pratt held this latter position when he was appointed Secretary of the Chamber of Commerce in 1908. In 1903 Mr. Pratt published "The Work of Wall Street," which describes the inner workings of the financial district.

Samuel M. Schafer, one of the oldest surviving members of the New York Stock Exchange and a member of the old Gold Board, celebrated his 75th birthday last Sunday. Mr. Schafer is the founder of the old-time banking firm of Schafer Brothers, 55 Wall Street, this city, which began business in 1860, and he is still an active senior member. A committee of his New York friends presented him with a loving cup and many messages of congratulation were received at the birth-

day gathering, which was attended by twenty-two members of Mr. Schafer's immediate family at his summer home last Sunday.

The directors of the Columbia Trust Company of this city last Thursday declared a quarterly dividend of 5% with an extra dividend of 2%. This repeats the payment made the last quarter and it seems to indicate that the extra dividend will become a regular feature. Charles F. Minor, the manager of the company's Bronx branch, was elected a Vice-President in charge of the Bronx and Harlem branches, and Frederick Berry was made manager of the Bronx branch. Robert I. Curran, the loan clerk, was elected Assistant Treasurer.

At a meeting this week of the Board of Trustees of The New York Trust Co., the usual quarterly dividend of 8% was declared. The dividend is payable Sept. 30 to stockholders of record Sept. 18.

The Morris Plan Company of New York opened on the 15th inst. its new suite of offices in the Equitable Building, 120 Broadway. The new home of the institution, which is to be its main office, is situated on the third floor at the Broadway and Cedar Street corner. Previous reference to the company's new offices was made in our issue of Aug. 28.

The Industrial Finance Corporation, which was incorporated last year to assist in organizing companies to operate the Morris Plan of industrial loans and investments, held a two-days' convention of the managers of such institutions in this city on Sept. 15 and 16. Almost every one of the Morris Plan companies throughout the country was represented by a delegate. The number of persons at present identified with the Morris Plan as officers, directors or counsel of the national or local companies is 463. Eleven companies have been organized by the corporation since June 1914, and the twenty-five operating to-day have loaned over \$10,000,000 to more than 83,000 borrowers in sums averaging less than \$125.

The various attorneys connected with the bankruptcy proceedings against Max Kobre, private banker of this city, whose bank was closed by the State Banking Department in August 1914, were granted allowances aggregating \$57,145 on Aug. 27 by Judge Julius M. Mayer in the U. S. District Court. The order signed by Judge Mayer prescribes that the receiver shall retain out of the assets sufficient sums to pay all these allowances. As previously announced, the liabilities of the failed bank amount to about \$2,300,000, chiefly due depositors numbering approximately 26,000. Last June Judge Hand confirmed a composition plan providing for the payment of 100 cents on the dollar. The depositors have received 20% of their claims and the balance still due them is to be paid during a period of four years by a liquidating corporation to be known as the Kobre Assets Corporation.

Joseph G. Robin, formerly President of the failed Washington Savings Bank of this city, who served a little less than eleven months in the penitentiary at Blackwell's Island for alleged larceny of the funds of the savings bank, was pardoned by Governor Whitman on the 3d inst. and restored to citizenship. As has been indicated in these columns, Robin was sentenced on Jan. 10 1913 to one year's imprisonment and was released on Nov. 29 1913, his term having been shortened for good behavior. Robin spent little of the time in the penitentiary, having been allowed more or less freedom in rendering testimony in various civil suits growing out of the failure of the Northern Bank. He was indicted in January 1911.

G. Foster Smith, Cashier of the Nassau National Bank of Brooklyn, has been elected Vice-President and a director of the institution to succeed the late Col. Robert B. Woodward, who died on the 2d inst. Mr. Smith retains the Cashiership.

Announcement was made on the 15th inst. by the Prudential Insurance Company of America, Newark, of the election by the board of directors of John W. Stedman of New York as Assistant Treasurer of the company. He will join the Prudential on Oct. 1. For the past 10 years Mr. Stedman had been associated with Clark, Dodge & Co. of 51 Wall Street, New York, in its bond department, and the knowledge gleaned by him through his affiliation will be of much value to him in his new work.

The Mechanics Trust Co. of Bayonne, N. J., De Witt Van Buskirk, President, is steadily adding to its business, deposits at the last semi-annual period, June 30, increasing to \$4,878,621. The company opened a branch last March in the centre of Bayonne, at 33d Street and Broadway, and with its affiliation with the Bank of South Hudson at 44th Street the institution now has established branches in operation in all of Bayonne's chief business centres. The Mechanics Trust Co. is the only trust company in New Jersey that clears through the New York Clearing House. On March 1 the capital stock was increased from \$50,000 to \$200,000. Dividends at the rate of 40% were paid on the original capital (or equivalent to 10% on the new capital), on which, however, the company is paying at the rate of 14% per annum.

The Commercial National Bank of Syracuse, N. Y., is to be merged with the Syracuse Trust Co., plans for the consolidation having been completed on the 8th inst. It is stated that the consolidation will become effective next month. The Syracuse Trust is to take over the assets and assume the liabilities of the Commercial National which will go into voluntary liquidation. In view of the merger, the capital of the Syracuse Trust will be increased by \$200,000, the new issue (par \$100) to be sold at \$200 a share to present stockholders of the Commercial National. This addition to the trust company's capital, which will be voted at a meeting of the stockholders on the 24th inst., will increase that item from \$300,000 to \$500,000. The stockholders of the Commercial National will meet on Oct. 8 to ratify the merger and approve the proposition to liquidate the bank's affairs. The Commercial National has a capital of \$500,000, surplus and profits of over \$300,000 and deposits close to \$3,000,000. Anthony Lamb, Vice-President and Cashier of the Commercial National, will be an active officer of the trust company, it is stated.

The Metropolitan Trust Co. of Boston, which represents a consolidation of the Mutual National Bank and the First Ward National Bank of that city, opened for business on the 13th inst. The main office of the new institution is at 40 State Street in the quarters formerly occupied by the Mutual National. The old offices of the First Ward Bank in Maverick Square, East Boston, are operated as a branch. Arrangements for this merger had been pending for some time. The trust company charter was originally obtained in Dec. 1913 by the First Ward National under the name of the First Ward Trust Co., but it was later decided to designate the company as the Metropolitan Trust Co. The latter has a capital of \$300,000, paid-in surplus of \$300,000 and starts with total resources of \$4,396,000. Chandler M. Wood, formerly President of the Mutual, is head of the new trust company, and is assisted in its management by William H. Stiekney, Vice-President and Treasurer; Walter S. Crane, Vice-President; Frank F. Cook, Secretary and Assistant Treasurer; Robert J. Gove, Assistant Treasurer, and Herbert T. Greenwood, Assistant Secretary. Messrs. Stiekney and Crane were officials in the Mutual National, the former having been Cashier and the latter Vice-President. Mr. Cook was formerly Cashier of the First Ward National. George W. Moses, who occupied the position of President of the First Ward, has been chosen Chairman of the board of directors of the new company.

The Philadelphia Mortgage & Trust Co. of Philadelphia is reported to have reduced its capital stock from \$250,000 to \$125,000.

At a meeting of the directors of the Northern National Bank of Philadelphia on the 15th inst., H. E. Schuehler, formerly Assistant Cashier of the institution, was appointed Cashier. Charles Gesing Jr. was chosen Assistant Cashier.

Joseph A. Bower has resigned as Vice-President of the Detroit Trust Co. of Detroit, Mich., to take a position as representative of a group of New York banking houses in the management of the industrial corporations with which they are associated. Mr. Bower has been with the Detroit Trust Co. for thirteen years and was elected Vice-President in December 1913.

Oscar G. Foreman, heretofore a Vice-President of the Foreman Brothers' Banking Co. of Chicago, has been elected President of the institution to succeed the late Edwin G. Foreman. Harold E. Foreman, son of the former President, and heretofore an Assistant Cashier in the bank, has been chosen a Vice-President and a director.







The figures of the consolidated statement for the system as a whole are given in the following table, and in addition we present the results for each of the eight preceding weeks, thus furnishing a useful comparison. In the second table we show the resources and liabilities separately for each of the twelve Federal Reserve banks. The statement of Federal Reserve Agents' Accounts (the third table following) gives details regarding the transactions in Federal Reserve notes between the Comptroller and the Reserve Agents and between the latter and the Federal Reserve banks.

STATEMENT OF COMBINED RESOURCES AND LIABILITIES OF THE FEDERAL RESERVE BANKS OF THE UNITED STATES OF AMERICA AT THE CLOSE OF BUSINESS SEPTEMBER 10 1915.

Table with columns for dates (Sept. 10 1915, Sept. 3 1915, Aug. 27 1915, Aug. 20 1915, Aug. 13 1915, Aug. 6 1915, July 30 1915, July 23 1915, July 16 1915) and rows for RESOURCES (Gold coin and certificates in vault, Gold redemption fund, Total gold reserve, Legal tender notes, Bills discounted and bought, Investments, Federal Reserve notes) and LIABILITIES (Capital paid in, Reserve deposits, Federal Reserve notes, All other liabilities).

(a) Federal Reserve notes: Gross liability, Deduct: Gold and lawful money in hands of Federal Reserve Agents for retirement of outstanding notes, Net liability of Reserve Banks upon outstanding notes, (b) After deduction of items in transit between Federal Reserve banks, viz.

WEEKLY STATEMENT OF RESOURCES AND LIABILITIES OF EACH OF THE 12 FEDERAL RESERVE BANKS AT CLOSE OF BUSINESS SEPT. 10 1915.

Table with columns for cities (Boston, New York, Philadelphia, Cleveland, Richmond, Atlanta, Chicago, St. Louis, Minneapolis, Kansas City, Dallas, San Fran., Total) and rows for RESOURCES (Gold coin and cts. in vault, Gold settlement fund, Total gold reserve, Legal-tender notes, Bills discounted and bought, Investments U. S. bonds, Federal Reserve notes) and LIABILITIES (Capital paid in, Reserve deposits, Due to other Federal Reserve banks, All other liabilities).

(a) Items in transit, i. e., total amounts due from less total amounts due to other Federal Reserve banks.

STATEMENT OF FEDERAL RESERVE AGENTS' ACCOUNTS SEPT. 10 1915.

Table with columns for cities (Boston, New York, Philadelphia, Cleveland, Richmond, Atlanta, Chicago, St. Louis, Minneapolis, Kansas City, Dallas, San Fran., Total) and rows for Federal Reserve Notes (Rec'd from Comptroller, Amount chargeable to F. R. agent, In hands of agent, Issued to F. R. bank, Held by F. R. agent, In reduction of liability on outstanding notes, As security for outstanding notes, Held by Treas. of U. S., Amount comm'l paper turned over to F. R. agent).



Statement of New York City Clearing-House Banks and Trust Companies.—The following detailed statement shows the condition of the New York City Clearing-House members for the week ending Sept. 11. The figures for the separate banks are the averages of the daily results. In the case of the totals, actual figures at the end of the week are also given. In order to furnish a comparison, we have inserted the totals of actual condition for each of the three groups, and also the grand aggregates, for the four preceding weeks.

NEW YORK WEEKLY CLEARING-HOUSE RETURN.

CLEARING HOUSE MEMBERS.	Capital.		Net Profits.		Loans, Discounts Investm'ts, &c.		Gold.	Legal Tendr.	Silver.	Nat. Bank Notes [Reserve for State Institutions].	Nat. Bank Notes [Not Counted as Reserve.]	Federal Reserve Bank Notes [Not Reserve].	Reserve with Legal Depositories.	Excess Due from Reserve Depositories.	Net Demand Deposits.	Net Time Deposits.	National Bank Circulation.
	Nat. B'ks June 23 [See footnote].	State B'ks June 23	Average.	Average.	Average.	Average.	Average.	Average.	Average.	Average.	Average.	Average.	Average.	Average.	Average.	Average.	Average.
<b>Members of Federal Reserve Bank</b>																	
Bank of N. Y., N.B.A.	2,000,000	4,674.5	34,419.0	2,357.0	705.0	522.0				2.0			2,369.0		31,457.0	1,230.0	800.0
Mech. & Metals Nat. Bank	2,000,000	3,210.3	29,255.0	2,003.0	393.0	1,149.0				21.0		36.0	2,105.0		28,964.0		1,947.0
National City Bank	6,000,000	9,242.2	108,263.0	15,606.0	6,510.0	4,186.0				127.0		63.0	8,855.0		119,148.0	4,923.0	4,058.0
Chemical Nat. Bank	25,000,000	36,933.5	200,828.0	112,957.0	8,405.0	3,907.0				469.0		452.0	27,344.0		344,465.0	1,097.0	2,925.0
Atlantic National Bank	3,000,000	7,991.9	34,100.0	2,408.0	483.0	1,025.0				46.0			3,197.0		29,694.0	150.0	450.0
Nat. Butchers & Drov.	1,000,000	798.7	10,458.0	789.0	120.0	332.0				19.0			1,085.0		10,528.0	17.0	384.0
Amer. Exch. Nat. Bank	300,000	77.6	1,920.0	49.0	33.0	70.0				3.0			108.0		1,421.0	54.0	50.0
National Bank of Com.	25,000,000	4,932.2	70,592.0	5,975.0	1,255.0	1,907.0				112.0			34.0		79,269.0	1,722.0	4,754.0
Chatham & Plunk Nat.	2,500,000	1,467.3	29,788.0	2,177.0	313.0	739.0				200.0			16,534.0		197,844.0	125.0	3,443.0
Hanover National Bank	3,000,000	15,389.4	109,672.0	21,006.0	1,873.0	3,722.0				73.0			78.0		126,204.0	1,322.0	1,189.0
City Sav. & Trust Co.	2,500,000	2,537.9	26,169.0	1,293.0	105.0	978.0				51.0			38.0		22,502.0	1,414.0	1,840.0
Importers & Fraders'	1,000,000	1,972.4	9,316.0	950.0	674.0	862.0				28.0			3.0		9,773.0		85.0
National Park Bank	1,500,000	7,803.7	31,801.0	1,463.0	1,012.0	1,113.0				85.0			2,163.0		28,548.0		50.0
East River Nat. Bank	5,000,000	15,604.3	125,773.0	7,709.0	3,404.0	4,400.0				168.0			9,355.0		126,147.0	641.0	3,580.0
Second National Bank	250,000	64.2	2,191.0	85.0	38.0	125.0				7.0			192.0		1,916.0		60.0
First National Bank	1,000,000	3,192.5	15,524.0	778.0	301.0	774.0				91.0			56.0		12,738.0		673.0
Irving National Bank	10,000,000	23,291.9	144,712.0	22,843.0	383.0	2,195.0				49.0			11,026.0		143,647.0	125.0	4,843.0
N. Y. County Nat. Bk.	4,000,000	3,929.3	56,575.0	7,205.0	1,847.0	2,632.0				21.0			4,072.0		64,174.0	155.0	740.0
Chase National Bank	500,000	1,516.0	9,701.0	445.0	69.0	324.0				137.0			15.0		9,470.0		200.0
Lincoln National Bank	6,000,000	1,538.4	142,256.0	32,077.0	5,935.0	3,544.0				83.0			13,695.0		181,060.0	1,000.0	450.0
Garfield National Bank	1,000,000	1,284.4	8,698.0	994.0	351.0	472.0				62.0			62.0		17,869.0		387.0
Fifth National Bank	250,000	418.9	4,578.0	150.0	107.0	269.0				4.0			323.0		4,550.0		248.0
Seaboard National Bank	1,000,000	2,873.5	31,771.0	3,456.0	887.0	1,677.0				46.0			16.0		37,113.0	109.0	405.0
Liberty National Bank	1,000,000	3,067.2	39,267.0	2,564.0	1,932.0	4,043.0				32.0			100.0		44,478.0	2,386.0	500.0
Coal & Iron Nat. Bank	1,000,000	679.6	7,891.0	578.0	171.0	214.0				32.0			17.0		8,051.0		398.0
Union Exchange Nat.	1,000,000	1,004.9	9,966.0	184.0	242.0	494.0				17.0			6.0		9,292.0		400.0
Nassau Nat. Brooklyn	1,000,000	1,120.2	9,006.0	340.0	80.0	496.0				36.0			631.0		8,333.0		267.0
Broadway Trust Co.	1,500,000	888.1	16,433.0	1,427.0	108.0	460.0				199.0			144.0		17,374.0	144.0	
<b>Totals, avege. for week</b>	<b>114,100.0</b>	<b>184,540.3</b>	<b>1,608,607.0</b>	<b>270,870.0</b>	<b>44,504.0</b>	<b>44,256.0</b>				<b>2,917.0</b>		<b>1,625.0</b>	<b>138,108.0</b>		<b>755,043.0</b>	<b>10,720.0</b>	<b>36,978.0</b>
Totals, actual condition Sept. 11			1,619,998.0	277,513.0	44,187.0	45,706.0				2,926.0		1,771.0	139,594.0		778,945.0	16,559.0	36,978.0
Totals, actual condition Sept. 4			1,593,376.0	266,822.0	45,548.0	45,066.0				2,577.0		1,756.0	138,440.0		751,717.0	18,136.0	37,005.0
Totals, actual condition Aug. 23			1,586,026.0	240,647.0	54,109.0	60,864.0				3,101.0		1,987.0	141,358.0		733,345.0	18,475.0	37,070.0
Totals, actual condition Aug. 21			1,581,891.0	236,538.0	53,163.0	58,911.0				2,793.0		1,715.0	138,647.0		717,528.0	19,093.0	37,070.0
<b>State Banks Not Members of Federal Reserve Bank</b>																	
Bank of Manhattan Co.	3,050,000	4,801.0	39,060.0	11,187.0	1,339.0	1,343.0	123.0								47,560.0		
Bank of America	1,500,000	6,239.7	30,963.0	3,602.0	1,919.0	611.0	72.0								29,812.0		
Greenwich Bank	500,000	1,178.8	10,829.0	1,201.0	202.0	434.0	220.0						671,000.0		11,502.0	31.0	
Pacific Bank	500,000	999.7	4,855.0	431.0	624.0	85.0	182.0								4,677.0		
People's Bank	200,000	442.6	2,330.0	149.0	64.0	103.0	12.0						3.0		2,282.0	4.0	
Metropolitan Bank	2,000,000	1,899.6	12,317.0	865.0	584.0	587.0	45.0						11.0		10,331.0		
Corn Exchange Bank	3,500,000	6,729.7	80,270.0	8,401.0	3,415.0	3,098.0	1,330.0								92,632.0		
Bowery Bank	250,000	778.0	3,356.0	307.0	29.0	60.0	50.0							181.0	3,012.0		
German-American Bank	750,000	716.9	4,787.0	481.0	151.0	65.0	10.0							200.0	4,481.0		
Fifth Avenue Bank	100,000	2,343.4	14,795.0	2,265.0	1,312.0	870.0	37.0								16,588.0		
German Exchange Bank	200,000	800.5	3,652.0	445.0	56.0	88.0	32.0							197.0	3,478.0		
Germania Bank	300,000	993.6	5,739.0	777.0	144.0	209.0	124.0							252.0	5,679.0		
Bank of Metropolis	1,000,000	2,126.2	13,487.0	966.0	475.0	596.0	73.0								12,635.0		
West Side Bank	200,000	655.3	4,583.0	285.0	236.0	97.0	34.0								4,485.0		
N. Y. Produce Exch.	1,000,000	923.2	11,679.0	2,381.0	670.0	629.0	135.0								13,580.0		
State Bank	1,500,000	553.1	19,373.0	1,552.0	283.0	565.0	422.0							1,177.0	12.0	21,205.0	27.0
Century Bank	1,250,000	1,024.0	18,527.0	889.0	208.0	522.0	378.0							63.0	14,662.0	4,783.0	
<b>Totals, avege. for week</b>	<b>16,700.0</b>	<b>33,205.3</b>	<b>281,358.0</b>	<b>36,144.0</b>	<b>11,711.0</b>	<b>10,262.0</b>	<b>3,329.0</b>					<b>77.0</b>	<b>7,866.0</b>	<b>3,533.0</b>	<b>298,004.0</b>	<b>4,845.0</b>	
Totals, actual condition Sept. 11			281,375.0	36,671.0	10,203.0	9,189.0	3,374.0								296,057.0	4,846.0	
Totals, actual condition Sept. 4			280,964.0	35,384.0	12,650.0	10,491.0	2,924.0								297,149.0	4,854.0	
Totals, actual condition Aug. 23			278,801.0	34,832.0	12,564.0	12,744.0	3,383.0								296,899.0	4,860.0	
Totals, actual condition Aug. 21			278,801.0	34,832.0	12,564.0	12,744.0	3,383.0								296,969.0	4,008.0	
<b>Trust Companies Not Members of Federal Reserve Bank</b>																	
Brooklyn Trust Co.	1,500,000	3,468.8	31,860.0	1,044.0	284.0	274.0	120.0								32,371.0	6,901.0	
Bankers' Trust Co.	10,000,000	13,173.0	181,301.0	15,218.0	115.0	120.0	19.0						6.0		183,920.0	28,746.0	
U. S. Mtg. & Trust Co.	2,000,000	4,247.7	49,870.0	3,227.0	45.0	127.0	161.0								50,059.0	13,798.0	
Astor Trust Co.	1,250,000	1,231.9	25,647.0	1,610.0	14.0	115.0	81.0								26,868.0	5,614.0	
Title Guar. & Trust Co.	5,000,000	11,869.5	37,061.0	1,966.0	134.0	123.0	157.0								37,228.0	500.0	
Guaranty Trust Co.	10,000,000	23,217.8	214,788.0	10,812.0	9,098.0	13,128.0	438.0								218,921.0	27,963.0	
Fidelity Trust Co.	1,000,000	1,337.3	8,652.0	603.0	48.0	104.0	25.0								7,365.0	126.0	
Lawyers' Title & Trust	4,000,000	5,065.8	21,373.0	1,188.0	249.0	53.0	37.0								22,008.0	333.0	
Columbia Trust Co.	2,000,000	7,409.3	66,530.0	4													

The State Banking Department reports weekly figures showing the condition of State banks and trust companies in New York City not in the Clearing House, and these are shown in the following table:

SUMMARY OF STATE BANKS AND TRUST COMPANIES IN GREATER NEW YORK, NOT INCLUDED IN CLEARING HOUSE STATEMENT.

Table with columns for Loans and Investments, Gold, Currency and bank notes, Total deposits, Deposits, Reserve on deposits, and Percentage of reserve, 3.0%. Includes sub-section for RESERVE with State Banks and Trust Companies.

The averages of the New York City Clearing-House banks and trust companies, combined with those for the State banks and trust companies in Greater New York City outside of the Clearing House, compare as follows for a series of weeks past:

COMBINED RESULTS OF BANKS AND TRUST COMPANIES IN GREATER NEW YORK.

Table with columns for Week ended, Loans and Investments, Demand Deposits, Specte., Other Money, Total Money Holdings, and Entre Reserve on Deposits. Shows data for various weeks from June 10 to Sept. 11.

In addition to the returns of "State banks and trust companies in New York City not in the Clearing House" furnished by the State Banking Department, the Department also presents a statement covering all the institutions of this class in the whole State. The figures are compiled so as to distinguish between the results for New York City (Greater New York) and those for the rest of the State, as per the following:

For definitions and rules under which the various items are made up, see "Chronicle," V. 98, p. 1661.

The provisions of the law governing the reserve requirements of State banking institutions were published in the "Chronicle" March 28 1914 (V. 98, p. 968). The regulations relating to calculating the amount of deposits and what deductions are permitted in the computation of the reserves were given in the "Chronicle" April 4 1914 (V. 98, p. 1045).

STATE BANKS AND TRUST COMPANIES.

Table with columns for Week ended, State Banks in Greater N. Y., Trust Cos. in Greater N. Y., State Banks outside of Greater N. Y., and Trust Cos. outside of Greater N. Y. Includes rows for Capital as of Dec. 24, Surplus as of Dec. 24, Loans and Investments, Gold, Currency and bank notes, Deposits, Reserve on deposit, and P. C. reserve to deposits.

Non-Member Banks and Trust Companies.—Following is the report made to the Clearing-House by clearing non-member institutions which are not included in the "Clearing-House return" on the preceding page:

RETURN OF NON-MEMBER INSTITUTIONS OF NEW YORK CLEARING HOUSE.

Large table with columns for CLEARING NON-MEMBERS, Capital, Net Profits, Loans, Discounts, Investments &c., Gold, Legal Tenders, Silver, Nat. Bank Notes, Federal Reserve Bank, Reserve with Legal Depositories, Excess Due from Reserve Depositories, Net Demand Deposits, Net Time Deposits, and National Bank Circulation. Includes sub-sections for State Banks, Trust Companies, and Grand aggregate.

Philadelphia Banks.—Summary of weekly totals of Clearing-House banks and trust companies of Philadelphia:

Table with columns for Capital and Surplus, Loans, Reserve, Deposits, Circulation, and Clearings. Shows data for various weeks from July 3 to Sept. 11.

Boston Clearing-House Banks.—We give below a summary showing the totals for all the items in the Boston Clearing-House weekly statement for a series of weeks:

Table with columns for Sept. 11, 1915, Change from previous week, Sept. 4, 1915, and Aug. 28, 1915. Includes rows for Circulation, Loans, Individual deposits, Due to banks, Time deposits, Exchanges for Clearing House, Cash reserve, Reserve in Fed. Reserve Bank, Reserve with other banks, Reserve excess in bank, Excess with reserve agent, and Excess with Fed. Reserve Bank.

Imports and Exports for the Week.—See third page preceding.

a Includes Government deposits and the item "due to other banks" (Sept. 11, \$150,167,000) also "Exchanges for Clearing House" (Sept. 11, \$12,141,000). Due from banks Sept. 11, \$50,523,000.

**Bankers' Gazette.**

Wall Street Friday Night Sept. 17 1915.

**The Money Market and Financial Situation.**—Public attention especially in the financial district and among bankers generally has throughout the week been focused upon the conference now in progress for establishing a large foreign credit in this market. For any plan thus put forward there is of course opposition and perhaps some real objection, but these can doubtless be met and overcome. Of the desirability of such a loan or credit there can be no doubt by any fair-minded person who is at all familiar with the situation. Without it practically every industry in the country will suffer and suffer immensely. Without it what is to become of the millions upon millions of bushels of wheat and corn which we have to sell and which Europe needs? We refer to the matter from a purely practical and economic standpoint and we imagine the Commission will so consider it. As to the ethical and moral principles involved, if any, there are as upon all such questions various shades of opinion and these the Commission will doubtless avoid discussing. The enormous products of our farms and factories are for sale to any one who will buy. If one or more countries in the heart of Europe do not need them or for any reason are not in a position to accept our offer, should we shut up our factories and thus create an immense army of unemployed and let our surplus grain crops rot in elevators and storehouses? Is not that just what would happen if our foreign trade is interrupted?

As evidence of increasing general traffic it is reported that both the Pennsylvania and Baltimore & Ohio railroads are using all their freight cars and the latter found itself one day recently 100 cars short of its needs. These cases are however unique as for the entire country there was still a surplus of 190,000 cars on Sept. 1. Moreover this week's report from the iron and steel industry shows that in addition to increasing orders for steel rails noted last week these orders now include various other shapes for new equipment. Again, copper metal has advanced this week to 18 cents on an increasing demand and cotton has sold 1½ cents per lb. higher than the price a few weeks ago.

The Bank of England reports a decrease of \$18,700,000 in gold holdings, due in large measure to the movement hitherward, and a consequent decline of its percentage to 23%, as against 25½% last week. The Bank of France has taken in \$12,000,000 during the same period, thus maintaining almost the exact average receipts since its appeal to the people in July. The total receipts from that source now amount to \$141,000,000.

**Foreign Exchange.**—The market for sterling exchange eased off during the early days of the week but closed at full recoveries, encouraged by reports that early announcement might be expected of the successful completion of the Anglo-French credit in this market.

To-day's (Friday's) actual rates for sterling exchange were 4 68@4 69 for sixty days, 4 69½@4 73 for cheques and 4 70¼@4 73¼ for cables. Commercial on banks nominal and documents for payment nominal. Cotton for payment nominal and grain for payment nominal.

There were no rates posted or sterling by prominent bankers this week.

To-day's (Friday's) actual rates for Paris bankers' francs, were nominal for long and 5 81@5 82 for short. Germany bankers' marks were nominal. Amsterdam bankers' guilders were 39 15-16 for short.

Exchange at Paris on London, 27.45 francs; week's frange, 27.45 fr. high and 27.92 fr. low.

Exchange at Berlin on London not quotable.

The range for foreign exchange for the week follows:

Sterling, Actual—	Sixty Days.	Cheques.	Cables.
High for the week...	4 69	4 73	4 73¼
Low for the week...	4 63	4 64½	4 65½
<b>Paris Bankers' Francs—</b>			
High for the week...	---	5 79	5 78
Low for the week...	---	5 98	5 97
<b>Germany Bankers' Marks—</b>			
High for the week...	---	84	83½
Low for the week...	---	82½	82½
<b>Amsterdam Bankers' Guilders—</b>			
High for the week...	---	40¼	40¼
Low for the week...	---	40¼	40¼

**Domestic Exchange.**—Chicago, par. Boston, par. St. Louis, par. San Francisco, 35c. per \$1,000 premium. Montreal, \$3 12½ per \$1,000 premium. Minneapolis, 10c. per \$1,000 premium. Cincinnati, par. New Orleans, sight 50c. per \$1,000 discount and brokers' \$1 premium.

**State and Railroad Bonds.**—Sales of State bonds at the Board include \$12,000 New York 4½s at 109½ to 109¾; \$1,000 New York 4½s, 1965, at 104¾; \$20,000 N. Y. Canal 4½s at 109¾ to 110; \$2,000 N. Y. Canal 4½s, 1965, at 104¼; \$1,000 N. Y. Canal 4s, 1961, at 100¾, and \$1,000 Virginia 6s deferred trust receipts at 56.

The market for railway and industrial bonds has been less active than for some time past, due in part to a falling off in sales for foreign account. The latter designated as "s.-30-f." aggregated only \$1,597,000, par value, as against \$2,326,500 earlier in the month. Prices have generally been well maintained and a few issues are notably higher.

Of the latter Rock Island deb. 5s are conspicuous for an advance of 3½ points. International Mercantile Marine coll. tr. 4½s are 2¼ points higher, and Erie 1st gen. 4s, Steam Pump 5s, Northern Pacific 4s and Westinghouse 5s

are from 1 to 1½ points above last week's closing quotations. Of a list of 28 relatively active and representative issues, 17 are higher, 15 are lower and 6 unchanged.

**United States Bonds.**—Sales of Government bonds at the Board include \$3,500 4s, coup., at 109½; \$2,000 4s, reg., at 109½ to 109¾; \$1,000 3s, coup., at 101, and \$32,000 3s, reg., at 101 to 101½. For to-day's prices of all the different issues and for weekly range, see third page following.

**Railroad and Miscellaneous Stocks.**—The stock market has again been unusually inactive, the transactions averaging somewhat less than \$450,000 per day, and fluctuations, especially in the railway issues, have been within narrow limits. Only a very few manufacturing stocks, indeed, have covered more than the usual or normal range. In short, from whatever point one views it and in all particulars the market has throughout the week been dull and free from unusual developments. This condition represents a waiting attitude on the part of both investors and the trading element pending the establishment of a large European credit now in progress.

To-day's market has been by far the most active of the week and a "boom" in some of the manufacturing issues modifies somewhat the foregoing general remarks. The movement was led by General Motors, which sold soon after the market opened 28 points above last night's closing price. Railways were, however, scarcely affected and closing prices about evenly divided between higher and lower for the week. Bethlehem Steel has, true to its past record, covered a range of 30 points and closes with a net gain of 10. General Motors is 17 points higher, Colorado Fuel & Iron 10, Crucible Steel 7¼, Allis-Chalmers 5 and Amer. Can, Studebaker and Car & Foundry about 4.

For daily volume of business see page 914.

The following sales have occurred this week of shares not represented in our detailed list on the pages which follow:

STOCKS. Week ending Sept. 17	Sales for Week.	Range for Week.		Range since Jan. 1.	
		Lowest.	Highest.	Lowest.	Highest.
American Express.....	750 100	Sept 11 102	Sept 16 103	Feb 104	Sept 105
Amer Teleg & Cable.....	100 62	Sept 14 62	Sept 14 62	Mar 58	July 64
Brown Shoe.....	20 36½	Sept 14 36½	Sept 14 36½	May 23	Sept 31
Preferred.....	170 83	Sept 13 83	Sept 13 83	Aug 84	Aug 83
Brunswick Terminal.....	100 5	Sept 11 5	Sept 11 5	May 4½	May 7½
Buffalo Rock & Pittsb.....	100 80	Sept 16 80	Sept 16 80	July 90	July 90
Cluett Peabody.....	300 62½	Sept 13 65	Sept 14 65	Apr 55	Apr 65
Conestock Tunnel.....	1,400 106	Sept 16 106	Sept 13 106	7c.	May 21c.
Cres Carpet.....	120 36	Sept 16 38	Sept 16 38	Sept 26	Apr 26
Deere & Co, preferred.....	300 95	Sept 13 99	Sept 17 99	Apr 99	Sept 99
Detroit Edison.....	29 117½	Sept 14 118½	Sept 17 118½	Feb 117	Apr 118½
Duluth S S & Atl, pref.....	100 9	Sept 16 9	Sept 16 9	July 10	Jan 10
Havana Elec Ry L & P.....	100 85	Sept 15 85	Sept 15 85	Mar 71	Mar 85
Preferred.....	100 100½	Sept 16 100½	Sept 16 100½	Apr 100¼	Apr 100¼
M St P & S M leased l.....	200 70	Sept 17 70½	Sept 17 70	Sept 70	Sept 78
N Y Chic & St Louis.....	100 30¼	Sept 16 30¼	Sept 16 30	June 36¼	Apr 36¼
Ontario Silver Mining.....	100 3¼	Sept 15 3¼	Sept 15 2	Feb 4½	June 4½
Pittsburgh-Mull 1st pref.....	100 89¼	Sept 17 89¼	Sept 17 83	May 93	Aug 93
Pittsburgh Steel, pref.....	450 90	Sept 17 90	Sept 17 74	May 92	Aug 92
Rutland, preferred.....	100 22	Sept 16 22	Sept 16 22	Sept 22	Sept 22
Sloss-Sheffield S & I, pf.....	100 90¼	Sept 14 90¼	Sept 14 85	May 93	Aug 93
So Porto Hleo Sugar.....	200 85	Sept 14 85	Sept 14 80	Feb 100	Aug 100
Texas Co full paid recs.....	100 156	Sept 14 156	Sept 14 123	June 156	Sept 156
Texas C R T, pref.....	33 135	Sept 14 135	Sept 14 135	Sept 135	Sept 135
United Dry Goods, pref.....	370 53	Sept 17 53	Sept 17 48½	Jan 68¼	Apr 68¼
U S Reduction & Refg.....	100 2½	Sept 17 2½	Sept 17 1¼	Apr 104	June 104
U S Reduc & Refs, pref.....	200 2¼	Sept 14 2¼	Sept 14 1	Apr 104	June 104
Westinghouse Air Brake.....	100 256	Sept 16 256	Sept 15 280	Aug 286	Sept 286
West Maryland, pref.....	400 44	Sept 14 45	Sept 15 25	Jan 43¼	Sept 43¼

**Outside Market.**—Trading on the "curb" this week continued of only moderate proportions, with the movement of prices uncertain. Submarine Boat was erratic, advancing fractionally to 50½ at first, then dropping to 45¾ and to-day advancing to 51. The close was back to 50¾. Electric Boat com. went down from 470 to 453 and sold to-day back to 470. A heavy demand for Cramp Shipbuilding advanced the price over 11 points to 91½, the close to-day being at 90. Canadian Car & Fdy. was subject to rumors of large war orders, which were later denied. The com. early in the week sold down from 102 to 99 then up to 110. On realizing, it fell to 104 and rested finally at 105. The pref. after a loss of 2 points to 114 moved up to 119 and ends the week at 117. Driggs-Seabury Ordnance fell from 112 to 110, rose to 114½ and moved downward again, reaching 106. The close to-day was at 108. International Mercantile Marine stocks were features of interest. The com. after moving irregularly between 3½ and 2½ ran up to 4½ and ends the week at 4½. The pref. sold between 12½ and 13½, then advanced to 20½, closing to-day at 19½. The new com. was off from 51½ to 50, improved to 56 and finished to-day at 55. The new pref. lost 2 points to 64 and jumped to 75, with trading to-day at 70. Int. Nickel declined from 190 to 187 and recovered to 195. Kelly-Springfield Tire com. sold up 9 points to 214. Lake Torpedo Boat issues were active, the com. gaining about 4 points to 18 and the 1st pref. about 4 points to 19. The close to-day was at 17 and 18 respectively. Triangle Film strong and active, advancing from 6¾ to 8¼ and closing to-day at 8½. Oil stocks very dull and without feature. Bonds active. Canadian Car & Fdy. 6s moved down from 100½ to 99¼ and up finally to 100. Del. & Hudson new 5s eased off from 101 to 100½ and recovered to 100¾, closing to-day at 100½. Int. Merc. Marine 5s gained 5 points to 85. Kennecott Copper Co. 6s advanced about 6 points to 176, dropped to 168 and ends the week at 169. Mining stocks in fair demand. Nipissing was conspicuous for an advance from 5¾ to 7¾, closing finally at 7. Kennecott Copper after early loss of some 3 points to 52¼ recovered to 54¾ and finished to-day at 53¾.

Outside quotations will be found on page 914.

906 New York Stock Exchange—Stock Record, Daily, Weekly and Yearly

OCCUPYING TWO PAGES. For record of sales during the week of stocks usually inactive, see preceding page.

Main table with columns for dates (Saturday Sept. 11 to Friday Sept. 17), Stock names, Sales of the Week Shares, Range Since Jan. 1., and Range for Previous Year 1914.

\* Bid and asked prices; no sales on this day. † Ex-rights. ‡ Less than 100 shares. α Ex-div. and rights. β New stock. γ Par 25 per share. δ Quoted dollar per share. ε First installment paid. ζ Ex-dividend. η Full paid.

New York Stock Record - Concluded - Page 2

For record of sales during the week of stocks usually inactive, see second page preceding

STOCKS—HIGHEST AND LOWEST SALE PRICES

Table with columns: Saturday Sept. 11, Monday Sept. 13, Tuesday Sept. 14, Wednesday Sept. 15, Thursday Sept. 16, Friday Sept. 17, Sales of the Week, Stocks NEW YORK STOCK EXCHANGE (Industrial & Misc. (Con)), Range Since Jan. 1., Range for Previous Year 1914.

\* Bid and asked prices; no sales on this day. † Less than 100 shares. ‡ Ex-rights. § Ex-div. and rights. ¶ New stock. \* Quoted dollars per share. † Ex-stock dividend. ‡ Ex-dividend.



Main table containing two columns of bond listings: 'BONDS N. Y. STOCK EXCHANGE' and 'BONDS N. Y. STOCK EXCHANGE'. Each listing includes bond name, date, price (Bid, Ask, Low, High), and other market details. The table is organized into two main sections, each with its own header and sub-headers.

\* No price Friday; latest bid and asked this week. a Due Jan. b Due Feb. c Due April. d Due May. e Due June. f Due July. g Due Aug. h Due Oct.

p Due Nov. q Option sale.

Table with columns: BONDS, N. Y. STOCK EXCHANGE, Week Ending Sept. 17, Price Friday Sept. 17, Week's Range or Last Sale, Bonds Sold, Range Since Jan. 1. Includes entries for N Y Cen & H RR (Con.), Utica & Bk Riv gu g 4s, Lake Shore gold 3 1/2s, etc.

Table with columns: BONDS, N. Y. STOCK EXCHANGE, Week Ending Sept. 17, Price Friday Sept. 17, Week's Range or Last Sale, Bonds Sold, Range Since Jan. 1. Includes entries for Pere Marquette (Con.), Flint & P M gold 6s, Int consol gold 5s, etc.

\* No price Friday; latest bid and asked. a Due Jan. b Due Feb. c Due May. d Due June. e Due July. f Due Aug. g Due Oct. h Due Nov. i Due Dec.



BONDS N. Y. STOCK EXCHANGE Week Ending Sept. 17.						BONDS N. Y. STOCK EXCHANGE Week Ending Sept. 17.										
Instrument	Period	Price Friday Sept. 17.	Week's Range of Last Six		Bonds Sold	Instrument	Period	Price Friday Sept. 17.	Week's Range of Last Six		Bonds Sold					
Bid	Ask	Low	High	No.	Low	High	Bid	Ask	Low	High	No.					
Range Since Jan. 1																
Wabash 1st gold 5s.....	1939	100	100	51	80	96 1/2	Union Elec L & P 1st g 5s.....	1949	101 1/2	101	10	97 1/2	101			
2d gold 5s.....	1939	90	90	7	80	96 1/2	Union Elec L & P 1st g 5s.....	1932	100	100	10	97 1/2	101			
Delaware 1st 5s.....	1941	90	90	7	80	96 1/2	Refunding & extension 5s.....	1933	100	100	10	97 1/2	101			
1st ten equip & fd g 5s.....	1934	90	90	7	80	96 1/2	Utica Copper 15-year conv 7s.....	1923	100	100	10	97 1/2	101			
1st ten 50-yr term 4s.....	1934	90	90	7	80	96 1/2	Utica Gas & Elec 1st g 5s.....	1930	100	100	10	97 1/2	101			
1st ref and ext g 4s.....	1936	13	14	14	12	34	Utica Gas & Elec ref 1st g 5s.....	1932	100	100	10	97 1/2	101			
Cent Trust Co cdfs.....		14 1/2	12 1/2	1	12 1/2	27	Westchester Lig gold 5s.....	1950	101 1/2	102	102	Sep '15	101	103		
Do stamped.....		11	Sep '15		11	27	<b>Miscellaneous</b>									
Equit Trust Co cdfs.....		14 1/2	12 1/2	1	12 1/2	27	Adams Ex coll tr g 4s.....	1948	75 1/2	75	21	70	80			
Do stamped.....		11	Sep '15		11	27	Alaska Gold M deb 6s A.....	1925	132	130	132	9	118	150		
Det & Ch Ext 1st g 5s.....	1941	100	101	100	100	100	Armour & Co 1st real est 4 1/2 3/8 '30	J-D	91 1/2	91 1/2	91 1/2	55	90 1/2	93		
Des Moin Div 1st g 4s.....	1939	77 1/2	80 1/2	80 1/2	101	100	Bush Terminal 1st 4s.....	1952	85	87 1/2	87	87	84	87		
Om Div 1st g 3 1/2 s.....	1941	67 1/2	70 1/2	70 1/2	101	100	Consol 5s.....	1955	85 1/2	85	85	Jul '15	84	85		
Toledo & Ch Div 1st g 4s.....	1941	60 1/2	60 1/2	101	100	100	Blides 5s guar tax ex.....	1960	84	84	Aug '15	83	87			
Wab Pitta term lat g 4s.....	1954	1 1/2	1 1/2	1	1	8 1/2	Chile Copper 10-year conv 7s.....	1923	113 1/2	113 1/2	62	111	117 1/2			
Cent and Old Col Tr Co cdfs.....		1 1/2	1 1/2	1	1	8 1/2	Granby ConsMS&P com 6s A.....	1923	100	101 1/2	104	Aug '15	98	111		
Columbia Tr Co cdfs.....		1 1/2	1 1/2	1	1	8 1/2	Inspir Cons Corp 1st conv 6s.....	1922	140	139	142	80	97	147 1/2		
Col Tr cdfs for Cent Tr cdfs.....		1 1/2	1 1/2	1	1	8 1/2	5-year conv deb 6s.....	1919	139	142	140	1	94 1/2	147		
2d gold 4s.....	1954	1 1/2	1 1/2	1	1	8 1/2	Int Mercan Marine 4 1/2 s.....	1932	70	70	72	236	60 1/2	76		
Trust Co cdfs.....		1 1/2	1 1/2	1	1	8 1/2	Certificates of deposit.....		76 1/2	73 1/2	76 1/2	552	35 1/2	76 1/2		
Wash Term lat gu 3 1/2 s.....	1945	91 1/2	90 1/2	80 1/2	82	82	Int Navigation 1st s f 5s.....	1929	F-A	69	69	69	59	88 1/2	92 1/2	
1st 40-yr guar 4s.....	1945	91 1/2	91 1/2	91 1/2	101 1/2	101 1/2	Montana Power 1st 5s A.....	1943	J-J	91	91	90 1/2	59	88 1/2	92 1/2	
West Maryland 1st g 4s.....	1962	70	70	91 1/2	101 1/2	101 1/2	Morris & Co 1st s f 4 1/2 s.....	1939	J-J	87 1/2	90	88 1/2	Jan '14	---	---	
West N Y & L 1st g 5s.....	1943	102	102	102	13	100 1/2	Mtge Bond (N Y) 4s ser 2.....	1966	A-O	---	---	---	---	---	---	
Gen gold 4s.....	1943	74 1/2	74 1/2	74 1/2	78 1/2	78 1/2	10-20-yr 6s series 3.....	1932	J-J	93 1/2	93	103	Jul '14	---	---	
Income 5s.....	1943	20	20	17 1/2	17 1/2	17 1/2	N Y Dock 50-yr 1st g 4s.....	1951	F-A	72	72	73	Aug '15	71	75	
Wheeling & L E 1st g 5s.....	1926	96	96	98 1/2	100	100	Nlag Falls Pow 1st 5s.....	1944	F-A	98 1/2	101 1/2	100	Sep '15	100	101	
Wheel Div 1st gold 5s.....	1928	94	94	92 1/2	92	92	Ref & gen 6s.....	1932	A-O	104	---	---	---	---	---	
Exten & Imp'd gold 5s.....	1930	92 1/2	92 1/2	92	92	92	Nlag Lock & O Pow 1st 5s.....	1954	M-N	---	---	---	---	---	---	
RR 1st consol 4s.....	1949	53	53	49	65 1/2	65 1/2	Ontario Power N F 1st 5s.....	1943	F-A	94	94	Jul '15	92 1/2	95 1/2		
20-year equip & f 5s.....	1922	90	90	88	84	84	Ontario Transmission 5s.....	1945	M-N	90 1/2	80 1/2	May '15	86 1/2	90		
Winston-Salem S B 1st 4s.....	1960	82	82	81	87	87	Pub Serv Con N J gen 5s.....	1950	A-O	86 1/2	86 1/2	87	4	86 1/2	89 1/2	
Win Cent 50-yr 1st gen 4s.....	1949	82	82 1/2	81 1/2	82 1/2	82 1/2	Ray Cons Con 1st conv 6s.....	1921	J-J	115	116	112 1/2	115 1/2	49	103	130
Sup & Dul div & term lat 4s '36	1918	83	83 1/2	83	83	17	Sierra & S F Power 1st 5s.....	1949	F-A	83	92 1/2	Feb '14	---	---	---	
Wash Wash Wash 1st 5s.....	1939	91 1/2	91 1/2	91 1/2	101 1/2	101 1/2	Wash Water Pow 1st 5s.....	1939	J-J	103 1/2	103 1/2	Jan '14	---	---	---	
<b>Street Railway</b>																
Brooklyn Rapid Tran g 5s.....	1945	102	102 1/2	102	102 1/2	100 1/2	Am Chem 1st g 5s.....	1928	A-O	100 1/2	100	100 1/2	10	98 1/2	102 1/2	
1st refund conv gold 4s.....	2002	83	80	79 1/2	83 1/2	83 1/2	Conv deb 5s.....	1924	F-A	93 1/2	94 1/2	94	1	94	94	
6-year secured notes 5s.....	1918	100	100	98 1/2	100 1/2	100 1/2	Am Cot Oil ext 4 1/2 s.....	1915	Q-F	100 1/2	100 1/2	100 1/2	Sep '15	95 1/2	100 1/2	
Bk City lat con 6s.....	1916-1941	100 1/2	101 1/2	102	102	100 1/2	Debenture 5s.....	1931	M-S	92	93	93 1/2	35	91 1/2	94 1/2	
Bk Q Co & S con gu g 5s.....	1941	95	95	98	Apr '14	---	Am Hide & L 1st s f g 5s.....	1919	M-S	103	103 1/2	103	103	9	100 1/2	103 1/2
Bklyn Q Co & S 1st 5s.....	1941	101	101	101	May '13	---	Amer Ice Secur deb g 6s.....	1925	A-O	83	85	81 1/2	Aug '15	80	89 1/2	
Bklyn Ua El 1st g 4-5s.....	1950	98 1/2	98 1/2	95 1/2	101 1/2	101 1/2	Am Smelt Securities s f 6s.....	1926	F-A	100 1/2	107	105 1/2	106 1/2	16	103 1/2	107
Stamped guar 4-5s.....	1950	98 1/2	98 1/2	95 1/2	101 1/2	101 1/2	Am Sprin Mfg g 6s.....	1915	M-S	---	---	---	---	---	---	
Kings County El 1st g 4s.....	1949	80	79	79	Sep '15	---	Am Thread 1st coll tr 4s.....	1919	J-J	93	95	93 1/2	Jul '15	92 1/2	100	
Stamped guar 4s.....	1949	80	79	79	Sep '15	---	Am Tobaco 40-year g 6s.....	1944	A-O	110 1/2	122	119 1/2	Aug '15	116	121 1/2	
Nassau Elec guar 4s.....	1951	73 1/2	77	73	Aug '15	---	Registered.....	1931	F-A	---	---	---	---	---	---	
Chicago Ry 1st 5s.....	1927	94 1/2	94 1/2	95 1/2	Aug '15	---	Gold 4s.....	1931	F-A	---	---	---	---	---	---	
Conn Ry & L 1st & ref g 4 1/2 s.....	1951	93 1/2	94 1/2	101 1/2	June '12	---	Registered.....	1951	F-A	---	---	---	---	---	---	
Stamped guar 4 1/2 s.....	1951	93 1/2	94 1/2	101 1/2	June '12	---	Am Writ Paper 1st s f 5s.....	1919	J-J	64	64	64	1	61 1/2	70	
Det United 1st cons g 4 1/2 s.....	1932	71	73	71	72 1/2	12	Baldw Loco Works 1st 5s.....	1940	M-N	102	103	May '15	100 1/2	103		
Ft Smith L & Tr lat g 6s.....	1936	84	84	84	Jan '14	---	Beth Steel 1st ext s f 5s.....	1926	J-J	102	102 1/2	102	25	99 1/2	103	
Grand Rapids Ry 1st g 5s.....	1916	99 1/2	100	100	June '14	---	1st & ref 5s-year A.....	1942	M-N	99 1/2	99 1/2	100	80	98 1/2	102 1/2	
Havana Elec consol g 5s.....	1952	79	79	72	Apr '14	---	Cent Leath 20-year g 6s.....	1925	A-O	99 1/2	99 1/2	99 1/2	40	96 1/2	100	
Hud & Manhat 5s Ser A.....	1957	72	72	72	79	79	Consol Tobacco g 4s.....	1951	F-A	---	---	---	---	---	---	
Adjust Income 5s.....	1957	26 1/2	26 1/2	27	93	29 1/2	Con Prod Ref s f g 5s.....	1931	M-N	90 1/2	90 1/2	97 1/2	Jan '15	94 1/2	97 1/2	
N Y & Jersey 1st 5s.....	1932	97 1/2	97 1/2	97 1/2	20 1/2	20 1/2	Int 25-year s f 5s.....	1934	M-N	91 1/2	91 1/2	91 1/2	8	92	95 1/2	
Interboro-Metrop coll 4 1/2 s.....	1956	74 1/2	74	74 1/2	154	73 1/2	Int Paper Co 40-year g 6s.....	1944	A-O	100 1/2	100 1/2	100 1/2	80	95	105 1/2	
Interboro Rapid Transit—							Dittl Sec Cor conv 1st g 5s.....	1927	A-O	64	64	64 1/2	69	61	67 1/2	
1st & refunding 5s.....	1966	96 1/2	96 1/2	96 1/2	96 1/2	96 1/2	E I Du Pont Powder 4 1/2 s.....	1936	J-D	102	102	101 1/2	104 1/2	120	84	104 1/2
Manhat Ry (N Y) cons g 4s.....	1990	82	84 1/2	82	82	82	General Baking 1st 25-yr 6s.....	1936	J-D	70 1/2	70 1/2	70 1/2	1	74	79	
Stamped tax-exempt.....	1990	82	85	85	85	1	Gen Electric deb g 3 1/2 s.....	1942	F-A	101 1/2	101 1/2	101 1/2	82	101 1/2	105	
<b>Metropolitan Street Ry</b>																
Bway & 7th Av 1st g 5s.....	1943	98	98	98	Aug '15	---	Debuture 5s.....	1952	M-S	---	---	---	---	---	---	
Col & 9th Av 1st gu g 5s.....	1993	98 1/2	98 1/2	94	Aug '13	---	Gen'l Motors 1st lien 6s.....	1915	A-O	100 1/2	100 1/2	100	Sep '15	100	101 1/2	
Let Ave 1st g 5s.....	1993	99	101	101	Apr '14	---	Ill Steel deb 4 1/2 s.....	1940	A-O	85	87 1/2	87	62	82 1/2	88	
Met W S El (Chic) 1st g 4s.....	1935	80	80	80	Mar '14	---	Indiana Steel 1st 5s.....	1952	M-N	101	101	101 1/2	24	99	101 1/2	
Milw Elec Ry & L cons g 5s.....	1936	100 1/2	101 1/2	101 1/2	Aug '15	---	Imperial-Rand 1st 5s.....	1935	J-J	100	100	100	Oct '15	---	---	
Refunding & extn 4 1/2 s.....	1931	90 1/2	92 1/2	92 1/2	Feb '15	---	Int Paper Co 1st conv g 6s.....	1918	A-O	99 1/2	100	99 1/2	18	99 1/2	101 1/2	
Gen & refund 5s ser A.....	1951	88	88	92 1/2	1914	---	Concol conv s f 5s.....	1944	F-A	79 1/2	80	79	79	70	78 1/2	82
Monteap St 1st cons g 5s.....	1919	99 1/2	102	102	Nov '12	---	Int St Pump 1st s f 5s.....	1929	M-S	63	64	61 1/2	65	25	55 1/2	
Montreal Tramways 1st & ref							Certs of deposit.....			63	65	61	65	61	62	
30-year 5s Ser A.....	1941	91 1/2	94 1/2	94 1/2	Feb '15	---	Lackaw Steel lat g 5s.....	1923	A-O	91	94	95	95	2	89	95 1/2
New Ori Ry & L con 4 1/2 s.....	1935</															

SHARE PRICES—NOT PER CENTUM PRICES.

STOCKS BOSTON STOCK EXCHANGE

Range Since Jan. 1.

Range for Previous Year 1914.

Main table containing stock prices for various companies, organized by industry (Railroads, Miscellaneous, Mining) and listing daily price movements from Saturday to Friday.

\* Bid and asked prices. a Ex-dividend and rights. b Ex-stock dividend. c Assessment paid. d Ex-rights. e Unstamped. z 2s paid. w Half paid.

Outside Exchanges—Record Transactions

Boston Bond Record.—Complete record of transactions in bonds at Boston Stock Exchange Sept. 11 to Sept. 17, both inclusive:

Table with columns: Friday Sales, Week's Range (Low, High), Sales for Week (Shares), Range since Jan. 1. (Low, High). Rows include various bonds like Amer Tel & Tel 4s, Convertible 4 1/2s, etc.

Pittsburgh Stock Exchange.—The complete record of transactions at the Pittsburgh Stock Exchange from Sept. 11 to Sept. 17, both inclusive, compiled from the official sales lists, is given below. Prices for stocks are all dollars per share, not per cent. For bonds the quotations are per cent of par value.

Table with columns: Friday Sales, Week's Range (Low, High), Sales for Week (Shares), Range since Jan. 1. (Low, High). Rows include various stocks like American Sewer Pipe, Am Wind Glass Mach, etc.

z Ex-dividend.

Chicago Stock Exchange.—Complete record of transactions at Chicago Stock Exchange from Sept. 11 to Sept. 17, both incl., compiled from the official sales lists, is as follows:

Table with columns: Friday Sales, Week's Range (Low, High), Sales for Week (Shares), Range since Jan. 1. (Low, High). Rows include various stocks like American Radiator, American Shipbuilding, Booth Fisheries, etc.

a Ex 50% stock dividend. z Ex-dividend.

Philadelphia Stock Exchange.—Record of transactions at the Philadelphia Stock Exchange from Sept. 11 to Sept. 17, both inclusive, compiled from the official sales lists, is given below. Prices for stocks are all dollars per share, not per cent. For bonds the quotations are all per cent of par value.

Table with columns: Friday Sales, Week's Range (Low, High), Sales for Week (Shares), Range since Jan. 1. (Low, High). Rows include various stocks like American Milling, American Railways, Preferred, Baldwin Locomotive, etc.

z Ex-dividend.

Baltimore Stock Exchange.—Complete record of the transactions at the Baltimore Stock Exchange from Sept. 11 to Sept. 17, both inclusive, compiled from the official sales lists, is given below. Prices for stocks are all dollars per share, not per cent. For bonds the quotations are per cent of par value.

Table with columns: Friday Sales, Week's Range (Low, High), Sales for Week (Shares), Range since Jan. 1. (Low, High). Rows include various stocks like Baltimore Electric prof. 50, Consol Gas E L & Pow. 100, Consolidation Coal, etc.

z Ex-dividend.

Volume of Business at Stock Exchanges

TRANSACTIONS AT THE NEW YORK STOCK EXCHANGE DAILY, WEEKLY AND YEARLY.

Table showing weekly transactions at the New York Stock Exchange from Saturday to Friday, including columns for Shares, Par Value, Railroad Bonds, State, Mun. & Foreign Bonds, and U. S. Bonds.

Table showing sales at the New York Stock Exchange for the week ending Sept. 17, 1915, and from Jan. 1 to Sept. 17, 1915, with columns for Stocks, Bonds, and Total.

DAILY TRANSACTIONS AT THE BOSTON, PHILADELPHIA AND BALTIMORE EXCHANGES.

Table showing daily transactions at the Boston, Philadelphia, and Baltimore exchanges, including columns for Shares, Bond Sales, and Total.

CURRENT NOTICE.

Having sold all the bonds, Millett, Roe & Hagen, 15 Congress St., Boston, and 52 William St., this city, are advertising as a matter of permanent record only in to-day's "Chronicle," \$400,000 Westfield Manufacturing Co. debenture 5% serial gold bonds.

J. S. Farlee & Co., members of the New York Stock Exchange, at 60 Broadway, this city, specialists in standard old line securities, have prepared a selected list of New England investments for the requirements of conservative investors, trustees, executors and financial institutions.

New York City Banks and Trust Companies.

Large table listing various banks and trust companies in New York City, including their names, addresses, and other details.

\* Banks marked with a (\*) are State banks † Sales at auction or at Stock Exchange this week.

Inactive and Unlisted Securities

All bond prices are "and interest" except where marked "T."

Table listing inactive and unlisted securities, including Standard Oil Stocks, Pierce Oil Corp, and various other oil and industrial stocks.

Large table listing various stocks and bonds, including Tobacco Stocks, Railroads, Street Railways, Ordnance Stocks, and Industrial and Miscellaneous stocks.

\* Par here † Bid ‡ Purchaser also pays accrued dividend. / Flat price. n Nominal. % Ex dividend. % S-right.

Investment and Railroad Intelligence.

RAILROAD GROSS EARNINGS

The following table shows the gross earnings of every STEAM railroad from which regular weekly or monthly returns can be obtained. The first two columns of figures give the gross earnings for the latest week or month, and the last two columns the earnings for the period from July 1 to and including the latest week or month. We add a supplementary statement to show the fiscal year totals of those roads whose fiscal year does not begin with July, but covers some other period. The returns of the electric railways are brought together separately on a subsequent page.

Main table with columns: ROADS, Latest Gross Earnings (Week of Month, Current Year, Previous Year), July 1 to Latest Date (Current Year, Previous Year). Includes sub-tables for 'Various Fiscal Years' and 'AGGREGATES OF GROSS EARNINGS—Weekly and Monthly'.

AGGREGATES OF GROSS EARNINGS—Weekly and Monthly.

Summary table with columns: \*Weekly Summaries, Current Year, Previous Year, Increase or Decrease, %; \*Monthly Summaries, Current Year, Previous Year, Increase or Decrease, %.

Does not include earnings of Colorado Springs & Cripple Creek District Ry. Includes the Lake Shore & Mich. So., the Chicago Ind. & So., which, being a Canadian road, does not make returns to the Inter-State Commerce Commission. Includes Evansville & Terre Haute & Evansville & Indiana R.R. Includes Cleveland, Lorain & Wheeling Ry. In both years. Includes the Northern Ohio R.R. Includes earnings of Mason Central and the Wichita Falls Lines. Includes not only operating revenues, but also all other receipts. Includes St. Louis Iron Mountain & Southern. Includes the Northern Central beginning July 1, 1914. We no longer include the Mexican roads in any of our totals.

Latest Gross Earnings by Weeks.—In the table which follows we sum up separately the earnings for the first week of September. The table covers 36 roads and shows 0.20% decrease in the aggregate under the same week last year.

Table with columns: First Week of September, 1915, 1914, Increase, Decrease. Lists 36 roads and their earnings for both years.

Net Earnings Monthly to Latest Dates.—The table following shows the gross and net earnings of STEAM railroads and industrial companies reported this week:

Table with columns: Roads, Current Year, Previous Year, Net Earnings Current Year, Net Earnings Previous Year. Lists steam railroads and industrial companies.

a Net earnings here given are after deducting taxes. b Net earnings here given are before deducting taxes. c After allowing for miscellaneous charges to income for the month of July 1915, total net earnings were \$59,515, against \$76,630 last year.

Interest Charges and Surplus.

Table with columns: Roads, Int., Rentals, &c.—Current Year, Previous Year, Bal. of Net Earnings—Current Year, Previous Year. Lists roads and their interest charges and surpluses.

ELECTRIC RAILWAY AND TRACTION COMPANIES.

Table with columns: Name of Road, Latest Gross Earnings (Week of Month, Current Year, Previous Year), Jan. 1 to latest date (Current Year, Previous Year). Lists electric railway and traction companies.

Table with columns: Name of Road, Latest Gross Earnings (Week of Month, Current Year, Previous Year), Jan. 1 to latest date (Current Year, Previous Year). Lists various electric railway and traction companies.

b Represents income from all sources. c These figures are for consolidated company. f Earnings now given in milreis. g Includes constituent companies.

Electric Railway Net Earnings.—The following table gives the returns of ELECTRIC railway gross and net earnings reported this week:

Table with columns: Roads, Gross Earnings (Current Year, Previous Year), Net Earnings (Current Year, Previous Year). Lists electric railway companies.

a Net earnings here given are after deducting taxes. b Net earnings here given are before deducting taxes.

Interest Charges and Surplus.

Table with columns: Roads, Int., Rentals, &c.—Current Year, Previous Year, Bal. of Net Earnings—Current Year, Previous Year. Lists roads and their interest charges and surpluses.

ANNUAL REPORTS

Annual Reports.—An index to annual reports of steam railroads, street railways and miscellaneous companies which have been published during the preceding month will be given on the last Saturday of each month. This index will not include reports in the issue of the "Chronicle" in which it is published. The latest index will be found in the issue of Aug. 28. The next will appear in that of Sept. 25.

Reading Company.

(Report for Fiscal Year ending June 30 1915.)

The remarks of President Edward T. Stotesbury, together with various tables showing the company's earnings, the balance sheets, &c., will be found on subsequent pages, while in the editorial columns is given an article reviewing the results for the year covered by the report.

Below are the comparative statistics for four years:

PHILADELPHIA & READING RY.—STATISTICS, &C. Table with columns for years 1914-15, 1913-14, 1912-13, 1911-12 and rows for Miles operated, Locomotives, Freight equipment cars, etc.

PHILADELPHIA & READING RY. INCOME ACCOUNT, JUNE 30 YRS.

Income account table for Philadelphia & Reading Ry. with columns for New Basis (1914-15, 1913-14) and Old Basis (1913-14, 1912-13). Rows include Coal, Merchandise, Passenger, Miscellaneous, etc.

Surplus 5,367,159. Other income in 1914-15 is derived as follows: Rents, \$287,466, against \$291,776 in 1913-14; hire of equipment, \$168,437, against \$830,378; income from securities, interest, &c., \$41,659; miscellaneous non-operating physical property, \$10,248, and sundries, \$2,314, against \$30,597, \$10,187 and \$857, respectively, in 1913-14.

PHILA. & READING COAL & IRON CO. INCOME ACCOUNT.

Income account table for Phila. & Reading Coal & Iron Co. with columns for years 1914-15, 1913-14, 1912-13, 1911-12 and rows for Earnings, Expenses, Fixed charges & taxes, etc.

Total expenses 30,025,940. Balance, surplus 60,572.

READING CO., PHILA. & READING RY. CO. AND PHILA. & READING COAL & IRON CO.—CONSOLIDATED INCOME ACCOUNT.

Consolidated income account table with columns for years 1914-15, 1913-14, 1912-13, 1911-12 and rows for Net Phila. & Read. Ry., Balance, Coal & Iron Co., Reading Co. income, etc.

Total dividends 8,400,000. Surplus, all companies 331,209.

Norfolk & Western Railway.

(Report for Fiscal Year ending June 30 1915.)

On subsequent pages will be found the report of President L. E. Johnson and also the comparative balance sheet for three years. Below we publish comparative table and statistics for several years:

OPERATIONS, EARNINGS, &C. Table with columns for years 1914-15, 1913-14, 1912-13, 1911-12 and rows for Miles operated, Locomotives, Freight cars, etc.

\* Three ciphers (000) omitted.

INCOME ACCOUNT.

Income account table for Norfolk & Western Railway with columns for New Basis (1914-15, 1913-14) and Old Basis (1913-14, 1912-13). Rows include Passenger, Freight, Mail, Express, etc.

GENERAL BALANCE SHEET JUNE 30.

[For full details of balance sheet of June 30 1915, see page 937]

General balance sheet table with columns for years 1915, 1914, 1915, 1914 and rows for Assets (Road & equip., Stocks, etc.) and Liabilities (Adj. pref. stock, Common stock, etc.).

Total 289,651,260. V. 101, p. 523.

Chicago Milwaukee & St. Paul Ry.

(Report for Fiscal Year ending June 30 1915.)

On subsequent pages will be found the remarks of President Earling at length, together with the general balance sheet, income account and profit and loss account.

Below we give the usual comparative tables compiled for the "Chronicle."

COMPARATIVE RESULTS OF OPERATIONS.

Comparative results of operations table with columns for years 1914-15, 1913-14, 1912-13, 1911-12 and rows for Miles operated, Locomotives, Freight & miscell. cars, etc.

a Includes narrow-gauge equipment. b Three ciphers (000) omitted. c Revenue freight only.

OPERATIONS AND FISCAL RESULTS.

Table with columns for 1914-15, 1913-14, 1912-13, and 1911-12. Rows include Operating Revenues (Passenger, Freight, Mail, etc.), Expenses (Maint. of way & struc., Traffic, etc.), Total net revenue, Taxes, and Operating income.

INCOME ACCOUNT.

Table with columns for 1914-15, 1913-14, 1912-13, and 1911-12. Rows include Oper. income, Int. on bds. owned, Divid. on stk. owned, etc., Total net income, and Total net income after deducting expenses.

OPER. FOR FISCAL YEAR 1914-15 OF COS. INDEPENDENTLY OPER.

Table with columns for Tacoma, Bellm & Milb., Gallatin, Big, and All Cos. Rows include Revenues, Expenses, Net revenue, Taxes, Oper. income, Rents rec'd., Hire of equip't, Total, and Balance/Deficit.

The gross revenues of the Tacoma Eastern RR. for the year ending June 30 1915 were \$405,162 against \$581,266 in 1913-14, and the deficit after charges \$110,248 against \$113,378.

BALANCE SHEET JUNE 30.

Table with columns for 1915 and 1914. Rows include Assets (Road & equip., Sinks, etc.) and Liabilities (Common stock, Preferred stock, etc.).

x After deducting \$7,597,065 reserve for accrued depreciation. y Unpledged. z Advances to controlled companies for construction, equipment and betterments.

Interborough Rapid Transit Co.

(Report for the Fiscal Year ending June 30 1915.)

On subsequent pages will be found extracts from the report of President Shonts and also the general balance sheet and a condensed statement of operating results for 8 years.

Regarding the new construction work and the additions and improvements during the year Pres. Shonts says in subst.:

Strengthening Elevated Structures—This work, which was inaugurated several years ago, is making good progress. Pins, pin plates and column tops have been renewed, column foundations reinforced and longitudinal girders double latticed on the Sixth Avenue line and a number of new longitudinal girders installed and others double latticed on Ninth Ave. line. Rail and Tie Renewals—Steel rails have been renewed in the Subway on 13.49 miles of single track out of a total of 85.29 miles and 57,993 ties were renewed out of a total of 303,000 ties in use. 5.72 miles of steel rails out of a total of 117.93 miles, and 16,802 ties out of a total of 494,000 ties were renewed on the Manhattan Railway Division. Equipment—606 trailer truck axles and 150 motor truck axles on the Manhattan Railway Division have been replaced with heat-treated carbon steel axles to increase the factor of safety. A new type of standard draw bar has been adopted for the Subway equipment and is now being installed on 111 steel cars. The brake hangers on 1,338 subway built-up type of trailer trucks are being replaced with more substantial material. To further reduce the distance in which subway trains could be stopped in case of emergency the diameter of the pipe connections from the train line to the motorman's cab is being increased from 1/2 inch to 3/4 inch diameter. 322 cars were equipped with porcelain enameled sanitary handholds and the ceilings of 255 cars were white enamelled. Additions and Betterments—Expenditures on this account during the year aggregated \$24,274,029, including payments made on account of construction and equipment of new subways and Manhattan third tracks, extensions and power plant improvements.

478 new steel car bodies were ordered to take the place of the copper sheathed car bodies now being operated in the subway. These car bodies will be placed on the trucks of the composite cars and equipped with all of the latest automatic and electrically operated safety devices. (V. 101, p. 773.)

The first of the three 30,000 k. w. turbine units contracted for installation in the 74th St. power house in connection with the operation of the Manhattan Elevated third tracks and extensions and the new subways, was put in operation Dec. 29 1914, the second on Feb. 24 1915, while the third is not yet fully completed. Thus far, with only two turbines in operation, and basing the estimate upon the output of power for the year 1914, a saving of about \$200,000 per annum is indicated.

Two 4,000 k. w. rotary equipments were installed and placed in operation in the Manhattan Railway Division sub-station No. 4, and one in sub-station No. 7. Twenty-four new and improved stokers have been installed in the 59th St. power house, which are expected to accomplish a reduction in the cost of coal of about \$89,000 per annum.

Manhattan Elevated Improvements.—Exceptionally rapid progress has been made in the construction of the Manhattan Elevated third tracks and extensions, with a view to making the additional facilities available to the public as early as possible. Practically 80% of the construction work has been completed on the 2nd and 3rd Ave. lines and 60% on the 9th Ave. line, and the power and equipment requirements are equally well advanced. (V. 101, p. 614.) The additional carrying capacity of the elevated roads, which will almost double the present carrying capacity, will shortly be available in connection with the present carrying capacity of the elevated roads. The third tracks will enable the company to provide a complete, frequent and fast express service between the extreme northern and southern terminals of the 2nd, 3rd and 9th Ave. Elevated lines. The former grade crossings at Chatham Sq. and the Bowery and at 53rd St. and 9th Ave. will be eliminated and the extension of the 2nd Ave. line to City Hall will give two southern terminals to that line.

The extension of the 9th Ave. line will permit the use of the Jerome Ave. subway by Manhattan Ry. Division trains. The 3rd Ave. extension will bring into the elevated system a portion of the White Plains Road subway and the 2nd Ave. line via Queensboro Ave. lines and 60% on the 9th Ave. Astoria subway lines immediately available. All of these subway branches which are now nearly completed are elevated structures and will be operated in connection with both the Elevated lines and the subway.

Express stations have been located at the following intermediate points on all of the lines where transfers may be had to local trains, thus securing the benefit of the express service throughout the entire system: (a) 9th Ave. line: Cortlandt, Warren, Desbrosses, Christopher, 14th, 34th, 66th, 110th, 125th, 145th and 155th Sts.; (b) 3rd Ave. line: City Hall, Chatham Sq., Canal, Grand, Houston, 9th, 23rd, 42d, 109th, 125th, 133rd, 143rd, 143rd, 149th Sts., Tremont Ave. and Fordham Road.; (c) 2nd Ave. line: City Hall, Chatham St., 14th, 42d, 59th and 135th Sts.

New Subway Construction.—The work of constructing the new subways to be operated by the Interborough Rapid Transit Co., while not so far advanced as the elevated improvements, is nevertheless making good progress, as the following shows (see map, p. 63 of "Railway & Ind. Sec."): Amount of Work Completed on the New Subways.

Table with columns for Amount of Work Completed and Per Cent. Rows include Seventh Ave. subway, Two-track extension, Park Plaza, Eastern Parkway line, Lexington Ave., Western branch, Jerome Ave., Southern Boulevard, White Plains Road, Queensboro Subway, Corona elevated line, Astoria elevated line, etc.

ADDITIONS AND BETTERMENTS FOR THE YEAR 1914-15 CHARGEABLE TO CAPITAL ACCOUNT (\$24,274,029).

Table with columns for Land damages, Existing Lines of Manhattan Railway Division, Existing Lines of Subway Division, Additional speed control signals, etc., and Cr. \$4,654.

Chicago & North Western Railway.

(Report for Fiscal Year ending June 30 1915.)

The report of the President, Mr. William A. Gardner, will be found on subsequent pages; also the balance sheet. Comparative tables, compiled for the "Chronicle," follow:

Table with columns for 1914-15, 1913-14, 1912-13, and 1911-12. Rows include Average miles operated, Equipment (Locomotives, Passenger cars, Freight cars, etc.), Operations (Passengers, Passenger mileage, Rate per pass. per mile, Freight (tons), etc.), and Oper. revenues per mile.



EARNINGS, EXPENSES, CHARGES, &c.

Table with columns for New Basis (1914-15, 1913-14) and Old Basis (1913-14, 1912-13). Rows include Operating Revenues, Expenses, Total net revenue, and Balance surplus.

BALANCE SHEET JUNE 30.

Table with columns for 1915 and 1914. Rows include Assets (Road & equip, Stinking funds, etc.) and Liabilities (Common stock, Preferred stock, etc.).

Chicago St. Paul Minneapolis & Omaha Ry. (Report for Fiscal Year ending June 30 1915.)

The report of President William A. Gardner will be found on subsequent pages; also the balance sheet. Comparative tables, compiled for the "Chronicle," follow:

OPERATIONS AND FISCAL RESULTS.

Table with columns for 1914-15, 1913-14, 1912-13, and 1911-12. Rows include Average miles operated, Passengers carried, Freight (tons) mileage, and Revenue freight only.

INCOME ACCOUNT.

Table with columns for New Basis (1914-15, 1913-14) and Old Basis (1913-14, 1912-13). Rows include Earnings, Operating expenses, Total net revenue, and Balance for year.

GENERAL BALANCE SHEET JUNE 30.

[For further details see a subsequent page.]

Table with columns for 1915 and 1914. Rows include Assets (Road & equip't, Invest. in affil. cos., etc.) and Liabilities (Capital stock, Secured debt, etc.).

Wabash-Pittsburgh Term. Ry. and West Side Belt R.R. (Report for Fiscal Year ending June 30 1915.)

TRAFFIC STATISTICS.

Table with columns for 1914-15, 1913-14, 1912-13, and 1911-12. Rows include Total rev. tons carried, Av. rate per ton mile, and Ratio of exp. to earnings.

INCOME ACCOUNT FOR YEAR ENDING JUNE 30.

Table with columns for 1914-15, 1913-14, 1912-13, and 1911-12. Rows include General freight, Ore freight, Total net revenue, and Balance, sur. or def.

WABASH-PITTSBURGH TERMINAL RY. BALANCE SHEET JUNE 30.

Table with columns for 1915 and 1914. Rows include Assets (Road & equip., Stks. owned, etc.) and Liabilities (Capital stock, Secured debt, etc.).

x Real estate mortgages outstanding (\$795,867) include (1) D. Herbert Hostetter at 5 1/4% (G. J.), \$109,834; (2) Fidelity Title & Trust at 5 and 6%, \$129,600; (3) Pa. Co. for L. G. A. at 5% (F. J.), \$25,000; (4) Mary G. Des Granges at 5% (M. A.), \$35,000; (5) Mutual Life Ins. Co. at 5%, \$395,000; (6) Maggie Priddy at 5 and 5 1/4%, \$74,000; (7) miscellaneous at 5, 5 1/4 and 6%, \$30,433.

WEST SIDE BELT RR. BALANCE SHEET JUNE 30.

Table with columns for 1915 and 1914. Rows include Assets (Road & equip't, Securities owned, etc.) and Liabilities (Capital stock, Secured debt, etc.).

RECEIVER'S BALANCE SHEET JUNE 30 1915.

Table with columns for W-P Ter. Ry. and W.S.B.R.R. Rows include Assets (Road & equip't, Cash, etc.) and Liabilities (Receiver's cert'n., Acc'ts. wages, etc.).

Pittsburgh Terminal Railroad & Coal Co. (Report for Fiscal Year ending June 30 1915.)

This company is controlled by the Wabash-Pittsburgh Terminal Ry. Co., which still owns the \$14,000,000 capital stock and all the \$3,800,000 outstanding 1st consols. These securities, however, both stock and bonds, were pledged by the owner to secure its \$3,000,000 demand notes and these notes, pledged by the Wabash RR. to secure its own 4 1/2% extended notes of 1905, due 1913, were bid in at foreclosure sale on March 12 1915 by the committee, John W. Platten, Chairman, representing the Wabash extended notes, (total issue \$5,000,000 V. 100, p. 557, 903, 1511). This committee therefore has a claim on the Pittsburgh Terminal RR. & Coal Co. stock and consols, and it is said that \$2,250,000 to \$3,000,000 is necessary to acquire from them the equity above the 1st M. of \$3,922,000. See V. 101, p. 775. Of the \$5,612,000 1st M. of \$3,922,000 are outstanding, [\$375,000 having been retired] \$7,000 are held in treasury, \$383,000 are reserved to retire

West Side Belt 1st M. 5s and \$2,300,000 are pledged as part security for 1st consols. of Pitts. Term. RR. & Coal Co.  
Pittsburgh Terminal RR. & Coal Co. owns Pittsburgh Terminal Clay Mfg. Co. and Pittsburgh Terminal Land Co. by ownership of all their cap. stock (\$5,000 each) and West Side Belt RR. Co. by ownership of 98% of its \$1,080,000 cap. stock. The company has also advanced \$2,663,143 to the West Side Belt RR. (see bal. sheet, &c., of the last-named company under Wabash-Pittsburgh Terminal Ry.)

**INCOME ACCOUNT YEARS ENDING JUNE 30.**

[Excluding First Consolidated Mortgage bond interest charges.]

1914-15.		1913-14.		1914-15.		1913-14.	
\$	\$	\$	\$	\$	\$	\$	\$
Coal sales	1,914,979	3,227,116	Bond interest	190,100	196,100		
Boiler fuel	23,994	37,409	Taxes	35,437	29,475		
Interest and discount	21,752	19,095	Legal, &c., expenses	71,759	69,030		
Real estate (net)	45,800	41,976	Sales agency expense	87,932	134,712		
Miscellaneous earnings	405	1,956	Operating expenses	1,497,121	2,526,327		
			Royalty (pitt. fund)	137,700	229,309		
			Insurance, &c.	7,602	10,133		
			Total exp., &c.	2,032,848	3,186,084		
Gross earnings	2,006,030	3,227,549	Net from operation	loss 25,918	sr. 141,463		
The net loss in 1914-15 after adding \$3,068 adjustment from previous years' accounts, was \$28,986. Crediting profits of the Mutual Supply Co. for the year, \$23,668 (after deducting \$27,875 absorbed in I. & D. account), the net loss for both companies for the year ending June 30 1915 was \$5,318, against a profit of \$171,928 in 1913-14.							

**BALANCE SHEET JUNE 30 1915.**

Assets (Total \$27,441,784)		Liabilities (Total \$27,441,784)	
Cost of property	\$17,120,650	Capital stock	\$14,000,000
Live stock	35,271	First M. bonds	5,812,000
Improvements & betterments	893,972	First Consol. M. bonds	3,800,000
Securities	al. 195,000	Coupons outstanding	400
Company's 1st 5s in treasury	7,000	Defective title reserve	21,000
Do pledged under Cons. M.	2,300,000	Pittsburgh Coal Co. (subsidiary)	1,312
Colonial Trust Co. (trustee)	b. 676,199	Acrued int. 1st Consol. M.	939,000
Land purchased acct.	4,310	Vouchers	687,475
Advances to subsidiary cos.	c. 3,054,552	Bills and accts. payable, &c.	64,094
Bills receivable	108,000	Sinking fund	1,243,830
Cash	17,215	Profits from sinking fund	29,611
Individuals and companies	115,995	Depreciation (live stock)	13,092
B. Nicolai & Co.	Cr. 107,328		
Profit and loss	1,600,385		
Miscellaneous	50,437		
Income account	199,936		

a "Securities" (\$1,195,000) include \$1,065,000 West Side Belt RR. stock, \$125,000 Belt Line Ry. stock, \$5,000 Pittsburgh Terminal Land Co. stock and \$5,000 Pittsburgh Terminal Clay Mfg. Co.  
b "Colonial Trust Co." (trustee) includes 1st M. bonds held to redeem bonds of West Side Belt RR., \$383,000; sinking fund, \$434,780; 1st M. bonds held by J. S. Scully on account of defective title, \$21,000; profits from invested fund, \$29,611, and miscellaneous, \$7,799.  
c "Advances to subsidiary companies" (\$3,054,552) include \$2,663,143 to West Side Belt RR., \$225,111 to Pittsburgh Terminal Land Co., \$145,723 to Pittsburgh Terminal Clay Mfg. Co., \$11,350 to receiver of Wabash-Pittsburgh Terminal full account, \$5,451 to receiver of West Side Belt RR., &c.—V. 88, p. 1254.

**General Motors Co., Detroit.**

(Report for the Year ending July 31 1915.)

The text of the report and other data will be given another week. Below are the comparative figures:

**INCOME ACCOUNT FOR YEARS ENDING JULY 31.**

	1914-15.	1913-14.	1912-13.
Net profits (after dep., taxes, &c.)	\$14,928,322	\$7,947,413	\$8,284,139
General Motors Co.'s proportion	14,794,140	7,819,969	8,184,052
<b>Deduct—</b>			
Interest on 1st lien notes	\$336,387	\$570,235	\$724,581
Preferred dividends (7%)	1,048,964	1,048,679	1,048,534

Balance surplus \$13,408,830 \$6,201,055 \$6,410,937  
As to 60% cash dividend on common stock and proposed quarterly distribution, see item on a subsequent page.

**BALANCE SHEET JULY 31 (INCLUDING SUBSIDIARIES).**

Assets		Liabilities			
1915.	1914.	1915.	1914.		
Real est., plants, equipment, &c.	15,819,852	15,432,917	Preferred stock	14,985,200	14,985,200
Patents, agreements, &c.	413,500	471,200	Common stock	16,500,783	16,501,783
Misc. investments	307,155	352,735	1st lien 6% notes	2,328,000	7,852,000
Cash	14,525,124	13,452,603	Cap. stk. sub. notes	528,000	573,000
Receiv. of a/c. corp.	1,001,000		Surp. of op. cos.	454,423	431,132
Notes & accts. rec.	3,944,651	3,358,790	Accounts payable	1,380,908	3,772,243
Inventories	14,049,298	11,642,370	Int., tax., &c. acce.	1,270,303	1,000,247
Prepaid expenses	533,556	387,578	Reserve for div.	202,241	202,241
Good-will	7,934,198	7,934,198	Res. for conting.	888,406	965,288
			Profit and loss	19,985,160	6,689,427
<b>Total</b>	<b>58,589,424</b>	<b>53,032,451</b>	<b>Total</b>	<b>58,589,424</b>	<b>53,032,451</b>

**American Locomotive Co., New York.**

(14th Annual Report Year ended June 30 1915.)

Chairman Sylvanus L. Schoonmaker, Sept. 8, wrote in part:

Results.—At no time during the 14 years of its existence has the company suffered so severe a depression in its business. The gross earnings for the year, amounting to \$9,303,298, were insufficient to meet the manufacturing, administrative, and other expenditures incurred in operations, which resulted in a deficit for a year of \$1,297,126. In addition to which there was charged off for depreciation on property of all kinds the sum of \$1,040,684, making a total loss for the year of \$1,491,980.

The 7% accumulative dividend on the preferred stock, amounting to \$1,750,000, was paid during the year out of the surplus profits accumulated from the earnings of previous years.

The total reduction in the surplus account for the year was \$3,241,980, leaving a balance in that account on June 30 1915 of \$8,293,678.

The gross earnings of \$9,303,298 for the year 1914-15 were only about 17% of the gross earnings of \$54,868,175, for the year 1912-13 and were less than half the gross earnings of \$19,008,634 for the year 1908-09, which as a result of the financial panic of 1907 was the worst previous showing in the company's history.

The outbreak of the European war at the beginning of August 1914 made a continued depression in our business more than probable. Accordingly, the curtailment in salaries forced carried out in previous years was supplemented by a further retrenchment in expenses. This included a reduction in salaries of all the executive officers and salaried employees. In addition, work upon the few orders that were received was concentrated at the Schenectady Works, so that the other plants could be closed and the manufacturing expenses cut down. The Schenectady and Cooke plants, operating at a low percentage of capacity, were the only plants out of the eight owned by the company which were not closed either entirely or for a large part of the year.

The productive operations of the company as a whole averaged for the year about 17% of capacity and at times ran as low as 8% of capacity.

New Business.—During the first nine months of the year, there was only a small amount of new business booked. Since April, however, this company has secured large foreign orders for delivery during the fiscal year 1915-16. In addition to these the company had \$5,538,255 of locomotive orders on the books June 30 1915, as compared with \$4,192,356 on June 30 1914. In view of the new foreign business on the books and the prospect of an increase in the demand for locomotives which we are amply prepared to take care of, the outlook for the coming year is promising.

Additions.—During the year there was expended for permanent additions and betterments to the plants \$310,978, of which \$223,547 was charged to capital account and \$87,430 to surplus reserve for additions &c.

Cash and Cash Investments.—Notes Bought in and Paid.—During the year, under direction of the Finance Committee, the accumulation of cash in excess of immediate needs of the business was made to yield an income, by placing substantial amounts on time deposits with banks and by purchasing municipal and other high grade securities, all of short time maturities, also by purchasing such of this company's gold notes as were procurable at advantageous prices. The total of gold notes so purchased during this and the previous year amounted to \$1,134,000.

The income derived from the employment of idle cash as described in the foregoing paragraph, together with interest and dividends on other securities owned, amounted to \$452,812, which was more than sufficient to pay the \$349,378 of interest on all outstanding bonds and notes.

On July 1 1915 there was paid \$944,000 of gold notes of Series 1, maturing on that date, leaving a balance of all outstanding notes of \$2,722,000.

Inventory.—The annual physical inventory of materials and supplies was taken at the close of the year and priced at cost, unless such cost was above the market value in which case the market price was used.

Subsidiary Companies Dissolved.—The business of the Atlantic Equipment Co. having been disposed of (as mentioned in the report for the year ending June 30 1912) that company was formally dissolved on Jan. 7 1915. The bonds outstanding of the Rogers Locomotive Works, \$205,000, having been redeemed Nov. 14 1914 that co. was formally dissolved Jan. 22 1915.

Bonds.—On June 1915 \$1,180,000 bonds issued by the Richmond Locomotive & Machine Works held in the treasury of this company, were canceled, reducing the mortgage from \$550,000 to \$432,000.

**RESULTS FOR FISCAL YEAR ENDING JUNE 30.**

	1914-15.	1913-14.	1912-13.	1911-12.
Gross earnings	\$9,303,298	\$20,987,438	\$54,868,175	\$30,449,451
Mfg., maint. & adm. exp.	9,405,216	26,375,871	46,815,156	27,096,165
Depreciation	1,040,684	1,049,316	1,226,535	1,021,382
<b>Net earnings</b>	<b>loss \$1,142,602</b>	<b>\$2,562,251</b>	<b>\$6,826,484</b>	<b>\$2,331,904</b>
Int. on bonds of constit. cos., coupon notes, &c.	349,378	486,124	641,178	464,350
<b>Available for div.</b>	<b>loss \$1,491,980</b>	<b>\$2,076,127</b>	<b>\$6,185,306</b>	<b>\$1,867,554</b>
Div. on pref. stock (7%)	1,750,000	1,750,000	1,750,000	1,750,000
<b>Balance, sur. of def. ad.</b>	<b>\$3,241,980</b>	<b>sr. \$326,127</b>	<b>sr. \$435,306</b>	<b>sr. \$117,554</b>
Extraordinary additions and betterment fund			600,000	
<b>Balance</b>	<b>dr. \$3,241,980</b>	<b>sr. \$326,127</b>	<b>sr. \$3,835,306</b>	<b>sr. \$117,554</b>

a The company in its pamphlet report shows a net loss of \$1,491,980; after charging the pref. div. (\$1,750,000) against profit and loss there is shown a profit and loss surplus of \$8,293,678. We make the deduction as above for the sake of simplicity.

**CONDENSED BALANCE SHEET JUNE 30.**

Assets		Liabilities			
1915.	1914.	1915.	1914.		
Cost of property	52,209,638	52,609,060	Common stock	25,000,000	25,000,000
Securities owned	748,499	826,072	Preferred stock	25,000,000	25,000,000
Cash & cash assets	15,409,479	8,411,467	Bonds constit. cos.	*1,932,000	2,255,000
Accts. receivable	26,160,137	5,114,531	Gold coupon notes	3,666,000	5,474,000
Bills receivable	1,646,667	1,557,416	Accounts payable	14,156,918	1,922,136
Materials and supplies	2,440,714	2,707,505	Acrued interest	26,480	150,638
Acrued interest	40,145	66,533	Unclaimed int., &c.	1,815	1,643
Contract work	1,738,651	974,851	Prof. div. pay July	437,600	437,500
Steam shovels, &c.	269,232	280,454	Reserve less liquid auto business	904,858	1,062,645
Sundry deferred charges	61,135	113,258	Deprec. reserve, &c.	1,005,307	694,856
Notes discounted (per contra)	148,031	464,094	Res. for add'ns, &c.	239,641	327,071
			Endorsements	145,031	364,094
			Profit and loss	\$8,293,678	11,535,658
<b>Total</b>	<b>80,872,228</b>	<b>73,425,241</b>	<b>Total</b>	<b>80,872,228</b>	<b>73,425,241</b>

Note.—This balance sheet is "prepared solely for information and to show the combined assets and liabilities of the American Locomotive Co. and the Montreal Locomotive Works, Ltd."

y Includes in 1915, cash in bank including unexpended advances received on contracts, \$11,646,537; time deposits in banks and trust companies, \$2,850,000; bank deposits for unclaimed interest, \$698; Pennsylvania RR. bonds due Dec. 1 1915, \$511,126; New York City notes due Sept. 1 1915, \$301,118. z Includes advances made on contracts. q Includes advances received on contracts.

\*Bonds of constituent companies in 1915 include \$432,000 Richmond Locomotive & Machine Works and \$1,500,000 Locomotive & Machine Co. of Montreal, Limited.—V. 101, p. 529, 133.

**Lake Superior Corporation, Sault Ste. Marie, Canada.**

(11th Annual Report—Year ended June 30 1915.)

President Thomas Gibson says in substance:

Algom. Steel Corporation, Ltd.—This company, our most important subsidiary, reports [in substance—Ed.]: The production is less than for the previous year:

	1912-13.	1913-14.	1914-15.
Pig iron	326,073	311,904	212,917
Steel rails	289,343	325,600	174,536
Merchant mill material	26,295	15,576	8,903

On the outbreak of war an immediate suspension of steel rail business ensued. Strenuous efforts were made to obtain foreign business, and the plant has been kept in partial operation through rail contracts from abroad. Naturally the prices secured have been lower and earnings have decreased. The First & Refracting M. bondholders and the 3-year 6% noteholders agreed to fund interest for a period of two years from October last (V. 99, p. 1368, 1599; V. 100, p. 1080, 1169). This enables the company to maintain a satisfactory financial position. In view of the guaranty by the Lake Superior Corporation, a London committee of both bond and noteholders was formed to protect their interests and the Lake Superior Corporation handed over its entire stockholdings in the Algoma Steel Corporation to enable the committee to exercise a certain measure of control.

Interest has been paid on the Purchase Money bonds held by the Lake Superior Corporation. Those bonds are a first charge upon the properties owned by the old Algoma Steel Co. prior to the merger (V. 94, p. 1387, 1569, 1697). In view of the fact that the plant provided by the Lake Superior Corporation (by-product coke ovens, open-hearth furnaces, Superior Iron & Steel Co. (by-product coke ovens, open-hearth furnaces, &c.) represents the modern end of the business, and the factors which mainly contribute to the earnings, and since the monies for its construction were provided by the First & Refracting M. bondholders and by the noteholders, it becomes increasingly evident that negotiations must be entered into with the Lake Superior Corporation bondholders, in connection with the Purchase Money bonds, with a view to immediate reconstruction and to the unification of the bonds or other securities.

The Bessemer process has been gradually replaced by the open-hearth and practically no Bessemer sales can be made abroad. The lack of sufficient open-hearth steel has placed us at a disadvantage. At the present time another open-hearth furnace is being added, but it is impossible for the company in its present financial position to increase its steel-making capacity to any appreciable extent. We have therefore been unable to take advantage of the present opportunities open to other steel plants.

The merchant mills were put into operation in the spring, and arrangements are being made for operating those regularly, as business would appear to warrant. Another mill, however, is necessary, otherwise the operation is confined practically to the manufacture of steel rails alone, and to a comparatively small merchant mill tonnage. This problem is receiving serious consideration.

Certain war orders are now in hand. Shell steel is being made, and in conjunction with the Toronto Chemical Co. a benzol plant is in operation. Contracts have been secured for the sale of sufficient coke to warrant the full operation of all coke ovens. The outlook must of necessity remain uncertain. So long as the war lasts, the probability is that rail business from outside will be secured—it is impossible to expect any great consumption in Canada. All things considered, we feel that there is cause for congratulation that the plant has been kept going. No opportunity is being lost for improving our position in the matter of orders.

Our ore mines in the Michipicoten district are operating to full capacity and producing ores of good quality. It is doubtful how long Helen mine

will afford hematite ore, but there are large quantities of other grades available as future reserves.

Your investments in the Camelton Coal & Coke Co. and of the Lake Superior Coal Co. are yielding satisfactory returns. The latter is still in process of development, and better results are looked for this year.

The water power department continues to show satisfactory results. All outstanding questions have now been settled as to the rights of the company, and an Order-in-Council has been obtained from the Ontario Government giving to the Steel Corporation free and perpetual water power rights to 28,000 h. p.

Capital expenditure has been curtailed to the utmost possible. Algoma Central & Hudson Bay Railway Co.—On account of the inability of this railroad to earn its fixed charges, receivers have been appointed, both for the Railway Co. and for the Terminals Co. In view of its guaranty and its interest in the equity, the Lake Superior Corporation had made advances to the Railway Co. which at the time of the receivership aggregated \$317,489, secured on 2d M. bonds of the railway. All efforts are now bent in the direction of assisting the respective bondholders' committees and the receivers to arrive at a settlement. (See also News Dept. below.)

The extension of the railway to a connection with the Grand Trunk Pacific was decided upon in 1909 upon expert advice and about 350 miles are now in operation. Considerable earnings were expected from the carriage of ore and coal. Owing to the difficulties experienced in arriving at a satisfactory process for treating certain of the ores in the Michipicoten field, the ore traffic until this year has been inconsiderable, while the delay in the completion of the Transcontinental (Grand Trunk Pacific) and Canadian Northern Railways prevented traffic expectations from being realized from those sources. The Canadian Northern Railway is not yet in operation, and the Transcontinental has only recently started to operate on a limited scale. Considerable coal traffic was expected in connection with the operation of those two railroads, but such traffic has not yet developed. At present the Algoma Central Ry. is being operated by T. J. Kennedy, who reports that ore traffic has considerably improved, as has also the situation in respect to the railway land grant, and to the haulage of products derived therefrom. Mr. Kennedy expects that as soon as serious operation is embarked upon by the Transcontinental Railway referred to, the Algoma Central will benefit considerably.

The receivers (T. J. Kennedy and Vivian Harcourt) recognize that the interests of the railway and of the Terminals are to a great extent dependent upon the co-operation of the other industries controlled by the Lake Superior Corporation, so that a satisfactory outcome of present difficulties may be looked for. (V. 99, p. 1671; V. 109, p. 732, 810; 2166; V. 101, p. 772.)

Algoma Eastern Railway Co.—While this railway is not earning its bond interest your directors report increased earnings, and subject to their being able to obtain security, they are disposed to advocate that this railway should be further assisted. Construction has been completed with a few minor exceptions and as was anticipated the coal and commercial docks at Little Current are proving important factors in the operation of this line.

International Transit Co.—Trans St. Mary's Traction Co.—These companies report decreased earnings on account of the prevailing depression. They continue, however, to earn their interest charges, and no doubt the former in particular will gain when normal conditions prevail.

General.—Your directors regret that the revenue of the Lake Superior Corporation is not sufficient to permit of any interest being paid on the income bonds. In this connection they emphasize what already has been stated, that a readjustment of the securities of the Algoma Steel Corporation is necessary, and that in this connection the Lake Superior Corporation must of necessity join in a scheme of reconstruction through which the bonds of the Steel Corporation will be dealt with.

OPERATIONS OF SUBSIDIARY COS. FOR YEARS END. JUNE 30

	1914-15.	1913-14.	1912-13.
Surp. for year from oper. of all sub. cos., subj. to deprec. & other chgs.	\$1,366,210	\$2,511,346	\$2,514,221
Add—Unappropriated profits from years prior to 1913.	61,931	114,519	-----
Land grant earnings, Algoma Cent. & Hud. Bay Ry. of prev. years.	-----	94,951	-----
Amts. written off in resp. of disc., &c.	\$1,428,141	\$2,720,816	\$2,514,221
	62,000	62,428	-----
	\$1,366,141	\$2,658,388	\$2,514,221
Deduct Chgs., Divs., &c., Paid by Sub. Cos.—			
Int. on bds. of Algoma Cent. & Hud. Bay Ry., Algoma East. Ry., Lake Sup. Iron & Steel Co., Ltd. (now Algoma Steel Corp., Ltd.), Cannonton Coal & Coke Co. and other subsidiary companies.	\$1,166,414	\$1,542,323	\$1,101,825
Amounts set aside for redemption of capital to the Helen mine, sink-fd. payments and sundry renewals, &c.	134,423	154,726	102,512
Appropriations for deprec'n reserve.	54,210	360,903	-----
Reserved for doubtful debts and for losses of previous years.	-----	137,009	-----
Paid to Lake Sup. Corp. by sub. cos. as int. on bds., notes, &c., and as divs.	342,859	437,880	793,148
Total	\$1,697,906	\$2,632,841	\$1,997,485
Balance carried forward by sub. cos. def. sur.	\$331,765	\$25,547	\$316,736

\* Excluding the earnings of the Algoma Central & Hudson Bay Ry. for the fiscal year.

INCOME FOR FISCAL YEAR ENDING JUNE 30.

	1914-15.	1913-14.	1912-13.	1911-12.
Int. and div. on securities of subsidiary cos.	\$342,859	\$437,880	\$793,148	\$695,976
Other income	26,174	10,174	12,514	124,449
Total	\$369,033	\$448,054	\$805,662	\$820,425
Int. and general exp.	367,371	424,644	386,482	653,007
Bal., cred. prof. & loss	1,652	\$23,410	\$419,180	\$167,418
Balance, preceding years	23,410	-----	-----	4,346
Total	\$25,072	\$23,410	\$419,180	\$171,764
Transferred to res. fund	-----	-----	\$234,372	\$21,764
Balance carried forward	-----	-----	-----	-----
Int. on income bonds.	-----	-----	(5)150,000	(5)150,000
Total surplus as per balance sheet	\$25,072	\$23,410	-----	-----

BALANCE SHEET JUNE 30.

	1915.	1914.	1915.	1914.
Assets—			Liabilities—	
Invest. & secur. of subsidiary cos.	43,236,178	43,446,238	Capital stock	40,000,000
Real estate	171,989	164,588	First mgt. bonds	5,643,990
Acer. Int. on Alg. St. bds. owned	24,167	24,375	Income bonds	3,000,000
Due from sub. cos.	615,181	808,280	Temporary loan	75,000
Temporary loans	100,000	100,000	Mtge. on real est.	1,325
Mortgage held	100,000	-----	Bals. due sub. cos.	429,303
Proc. of sale of Inv.	186,146	132,625	Accrued interest	23,512
Cash	101,254	254,081	Coupons due (co.)	24,100
Office furn. & fix.	2,297	2,220	Reserve account	806,257
Mineral lands, &c.	42,235	83,840	Suspense account	-----
Suspense account	649	7,974	Voluntary relief fd.	19,311
Miscellaneous	3,474	11,627	Miscellaneous	5,025
Cash for unpaid int. coup.	23,523	24,167	Income account	25,072
				23,410
Total	49,606,245	50,095,015	Total	49,606,245
				50,095,015

The company had (as of June 30 1915) contingent liabilities on its guaranty of principal and interest of \$10,080,000 bonds and loans of Algoma Central & Hudson Bay Ry., \$2,500,000 Algoma Eastern Ry., \$2,432,500 Algoma Steel Corp., Ltd., 3-year notes: \$1,000,000 Algoma Steel Corp., Ltd., 1st & ref. bonds and loans, \$950,000, and \$4,999,526 Algoma Central Terminals, Ltd., bonds.—V. 100, p. 1514.

American Smelting & Refining Co., New York.

(Report for the Half-Year ended June 30 1915.)

Pres't. Daniel Guggenheim says in substance :

Income Account.—The income of the company, during the first portion of the year, was affected unfavorably by the continued lack of earnings from the properties of the company in Mexico, and also by the decreased production of ores in this country, due to the low prices caused by the European war, so far as our business in this country is concerned, this situation has been overcome and the works here are running to capacity.

During July of this year, it was felt that the political condition in the north of Mexico warranted starting the smelting plants at Velardena and Monterey, in addition to the smelter at Chihuahua, which had been in operation since early in the year. Unfortunately, however, it has not been possible for mines to operate or railroads to transport the products to a sufficient extent to warrant continuance of these smelting operations, and the company, therefore, has been obliged to again cease smelting in Mexico, with the single exception of the plant at Chihuahua.

The net income for the six months' period, applicable to the payment of dividends, amounted to \$5,019,982, or an increase over the same period of last year of \$53,290. After the payment of regular prof. dividends and at the rate of 4% on the common stock, there was carried to the credit of surplus \$1,072,505. The earnings for the six months' period, applicable to the common stock, were in excess of 8% per annum.

Property Account.—During the past six months, the company has purchased and improved a zinc plant situated at Sand Springs, Okla., which, it is believed, will prove to be a substantial earning unit. The total expenditures for property, including additions, new construction and improvements, amounted to \$860,272, there was credited to property account and charged to depreciation \$779,613; the property account, therefore, shows an increase of \$80,659.

The company is continuing to add to its property by purchase and by additional construction at old units. At the present time, the capacity of all of the smelting and refining works of the company is apparently equal to the present maximum production of mines. During the period of decreased production on the part of the mines, the company was able to largely reduce the stock of ores and furnace products, so that this item shows a decrease of \$7,462,621, as compared with Dec. 31 1914. It is hoped that with the added smelting and refining capacity, the company may be able to avoid the accumulations of the past. As a result of the large decrease in stock of metals on hand, and other financial transactions shown on the balance sheet the cash on hand and in transit increased during the half year \$11,114,600.

CONSOLIDATED INCOME ACCOUNT.

	Six Months ending June 30—		
	1915.	1914.	1913.
Earn. of smelt. & refin. & allied plants	Not Stated	Not Stated	\$6,509,769
Ordinary repairs and replacements.	767,469	614,727	867,007
	754,959	705,433	603,892
Earnings from mining properties	\$3,234,925	\$5,462,094	\$5,200,713
Int., rents, divs. rec'd, commiss'ns, &c.	-----	-----	-----
Gross income	\$6,757,353	\$6,782,254	\$6,671,612
Deduct—			
Taxes	\$71,480	\$74,329	\$54,578
Administrative expenses	449,106	470,925	434,984
Research and examination expenses	23,492	30,390	44,955
Depreciation	779,613	764,118	588,200
Int. & disc. on Secur. Co. 6% deb.	413,580	475,000	475,000
Am. Smelt. Sec. Co. pref. A divs. (3%)	504,900	510,000	510,000
Am. Smelt. Sec. Co. p.B divs. (2 1/2%)	750,000	750,000	750,000
Am. Smelt. & Ref. Co. p.B divs. (3 1/2%)	1,750,000	1,750,000	1,750,000
Am. Smelt. & Ref. Co. com. divs. (2%)	1,000,000	1,000,000	1,000,000
Miscel. profit and loss adjustments.	-----	-----	46,000
Total deductions	\$5,742,271	\$5,825,562	\$5,653,717
Surplus	\$1,015,082	\$956,692	\$1,017,895

CONSOLIDATED GENERAL BALANCE SHEET.

[American Smelting & Refining Co. and American Smelters Securities.]		June 30 '15.		Dec. 31 '14.	
Assets—			Liabilities		
Property acct.	140,722,831	140,642,221	Smelt. Co. com.	50,000,000	50,000,000
Investments	1,201,103	1,204,503	do prof.	50,000,000	50,000,000
Metal stocks	17,193,321	24,660,943	Sec. Co. pt. "A"	16,830,000	16,830,000
Material & supp.	2,744,897	2,785,636	do pt. "B"	30,000,000	30,000,000
Prepaid taxes.	-----	-----	Deben. bonds.	12,727,500	13,351,000
Insurance, &c.	351,616	426,512	Accts., drafts & wages payable	7,000,000	4,710,389
Cash	19,149,378	8,094,778	Deferred pay. on	-----	-----
Demand loans	1,207,334	4,531,945	mining prop's	80,250	215,500
Adv. to affilios.	289,652	282,228	Deb. int. acc'd. &c.	375,000	375,000
Accts. & notes rec.	8,091,723	4,857,005	Divs. payable.	1,865,809	1,863,676
Cash with trust-ees of sink-fd.	643	38,508	Int. & divs. uncd.	65,913	75,547
Accrued interest	52,412	38,512	Accrued taxes.	316,927	323,575
Penion fund.	520,450	517,680	Employer's ben. pension re'v'e	520,900	520,239
Balance, disc. on	-----	-----	Fire ins. reserve.	396,657	366,657
Sec. Co. debts.	529,107	554,167	Miscellaneous	693,681	435,296
			Profit and loss.	20,525,140	19,510,058
Total	191,967,087	188,577,237	Total	191,967,087	188,577,237

\* Consists of ore, bullion and factory product on hand and in transit, \$50,688,389, less approximate value of metals purchased and on hand, payment of which is to be made in refined metals and not in cash, \$27,231,909 and unearned treatment charges, \$6,258,159; balance, \$17,198,321. Compare report of Securities Co. in V. 101, p. 526, 529.

United Paperboard Co., Chicago.

(2d Annual Report Year ended May 29 1915.)

President Sidney Mitchell says in substance :

Results.—The past year has been an unfavorable one in the paperboard industry, and prices were lower than during any year in the history of this company or its predecessors. Nevertheless, through economies and increased efficiency, obtained by means of improvements and additions to machinery, the cost of manufacture was reduced and, in spite of business conditions, our production of paperboard was marketed at a profit.

Our pulp mills operated at a small loss. We hoped at the commencement of the European war that the importation of foreign pulp would decrease, but, on the contrary, these importations have been larger, for, owing to the reduction in tariff, foreign manufacturers, particularly those in Norway and Sweden, have been able to profitably deliver pulp in this country at prices below our cost of production. Our loss in operating these mills is less than it would have been by closing them down; the cost of insurance, taxes, &c., being somewhat more than the actual loss sustained, which during the past year amounted to about \$9,000. In connection with its pulp mills, our company owns water-power, making altogether a large investment not at present productive of profit. During the year 1913, prior to the reduction in tariff, these pulp mills operated at a profit. We are advised that Scandinavian manufacturers are now obliged to pay more for their supplies of tools and chemicals; that being true, higher prices for chemical pulps are expected.

The tonnage manufactured during the year was some 10% less than last year, or approximately 65% of the capacity of the mills. On the other hand, during the last three months of the fiscal year, the tonnage exceeded the same period the previous year and during May the volume of business manufactured at your mills was greater than any month in their history.

Improvements, &c.—Expenditures for repairs and replacements amounting to \$142,235 have kept the mills in good physical condition. Improvements and additions have been completed during the year at a cost of \$105,752, which have shown satisfactory results through increased production and lower manufacturing costs. The sum of \$30,000 has been charged off for depreciation, which your directors consider liberal.

New Lines.—When the present management took charge several years ago, about 55% of the total production of the mills at that time was strawboard, but in recent years the demand for this grade has steadily diminished and strawboard mills have been obliged either to close down or operate on other products. To meet this radical change in the industry, we have

Installed the necessary equipment in five of our strawboard mills to enable them to manufacture other grades of board and now have only one small machine operating on strawboard alone, whose tonnage is less than 5% of our total production.

At the same time your company owned two mills manufacturing jute board from boiled spruce wood pulp. The demand for this product has also diminished, owing to the competition of boards somewhat similar in appearance made from cheaper materials.

Employees and Stockholders.—Your company has 1,202 persons in its employ and its stockholders are 381 in number.

RESULTS OF OPERATIONS OF UNITED PAPERBOARD CO. AND PREDECESSORS.

Table with 4 columns: Years ending (May 29 '15, May 30 '14, Mar. 29 '13, Mar. 30 '12). Rows include Gross earnings, Repairs and replacements, Idle mill charges, Taxes and insurance, Administration expenses, Total, Net earnings, Other income, Total net earnings, Interest charges, Depreciation, Balance for the year.

\* Does not include interest on general mortgage or collateral trust bonds of United Box Board & Paper Co.

UNITED PAPERBOARD CO. BALANCE SHEET.

Table with 4 columns: Assets (May 29 '15, May 30 '14), Liabilities (May 29 '15, May 30 '14). Rows include Plants, equip., &c., Cash, Bills & accts. rec., Merchand. & supp., Deferred charges, Suspended assets, Total.

x Includes May 29 1915 real estate, plants, machinery, personal property, stocks and bonds, \$14,384,714; less depreciation on buildings and machinery \$90,000 and sundry bonds and mortgages (not liabilities of this company) \$508,000; balance as above, \$13,786,714.—V. 100, p. 560.

Mahoning Investment Company.

(Report for Fiscal Year ending June 30 1915.)

INCOME ACCOUNT FOR YEARS ENDING JUNE 30.

Table with 5 columns: Receipts from (1914-15, 1913-14, 1912-13, 1911-12), Deduct—Divs. paid, Gen. exp. and taxes, Total deductions, Balance, sur. or def., Assets (1915, 1914), Liabilities (1915, 1914), Total.

ROCHESTER & PITTSBURGH COAL & IRON CO. OPERATIONS FOR FISCAL YEAR ENDING JUNE 30.

Table with 5 columns: Net earnings, Taxes, Int. on bonded debt, Bond redemp. & sink. fd., Profit or loss, P. & L. surp. beg. of yr., Total, Deduct (Construction & equip't., Bad debts, Discount on bonds sold, Div. on \$4,000,000 stk.), Total, P. & L. sur. end of year.

Regarding Rochester & Pittsburgh Coal & Iron Co., Secretary Lewis Iselin Aug. 1 wrote:

Out of the \$168,257 charged to bond redemption and sinking fund and accumulations in the fund, \$124,000 bonds were paid and canceled and \$80,000 bonds were purchased by the Guaranty Trust Co. of New York, as trustee under the 4 1/2% sinking fund mfg. The trustee now holds \$475,000 of these bonds in the sinking fund of the total issue of \$2,000,000. The sum of \$180,908 was expended for construction and equipment to further develop the mining plants.

The coal mined amounted to 2,594,615 tons as compared with 3,042,552 tons in the previous year; the coke tonnage amounted to 208,465 tons against 200,044 tons in the year ending June 30 1914. The falling off in tonnage is due to the depression in general business during the year, the sales in Canada being especially affected by the lessened demand from its customers in that country.

Dividends of 2% were paid in the previous year (1 1/2% Aug. 15 1913 and 1 1/2% Feb. 15 1914.—Ed.), 1% was paid Aug. 15 1914, but no payments have since been made.

[The Mahoning Investment Co. on March 1 1912 paid a dividend of 1 1/2%, the first since 1908-09, and semi-annual payments of 1 1/2% each were paid to March 1914, inclusive. On Sept. 1 1914 the semi-annual payment was reduced to 1%. No distributions have been made since.—Ed.]—V. 99, p. 892.

GENERAL INVESTMENT NEWS

RAILROADS, INCLUDING ELECTRIC ROADS.

Alabama & Vicksburg Ry.—Dividend Reduced.—A yearly dividend of 5% was paid on Sept. 4 on the \$2,100,000 stock, comparing with 7% from 1904 to 1914, inclusive.

Table with 6 columns: Previous Dividend Record (Per Cent.), 1890-'92, 1896, '97-'99, 1900-'02, 1903, 1904-'14. Values: 3 yearly, 3, 5, 6 yearly, 9, 7 yearly.

Albuquerque (N. Mex.) Traction Co.—Foreclosure Sale. The property is to be offered for sale at Albuquerque on Oct. 1. It is expected that a group headed by George Roslington, receiver, will bid in the property.—V. 101, p. 46.

Algoma Central & Hudson Bay Ry.—Operations, &c.—See Lake Superior Corporation under "Annual Reports" above.

Reorganization.—The committee named below, representing holders of the company's 1st M. 50-year 5s, in a circular dated Aug. 16 calling for the deposit of the bonds with the Bank of Montreal, as depository, at 47 Threadneedle St., London, E. C., on or before Sept. 30, says in substance:

Reports received from the receivers and the chartered accountants show: Capital stock, common, \$5,000,000, all owned by Lake Superior Corporation; pref. stock, \$5,000,000. Outstanding funded debt at date of receivership (March 1915): 1st M. bonds, \$10,080,000; 2d M. 6% bonds, \$1,000,000, pledged to Lake Superior Corporation as security for debt of \$318,744; equipment notes, \$591,000. The railway was originally 80 miles in length; about Aug. 1914 a 250-mile extension was completed to a junction with the Grand Trunk Pacific Rly., crossing the Can. Pac. Ry. and Can. Nor. Ry. It has had about \$1,650,000 in Govt. subsidies and a grant of 2,000,000 acres of land, of which about 500,000 acres lie north of the Canadian Pacific Rly. in the rich clay belt of Ontario.

The delay in opening the National Transcontinental Ry. and the deterioration of the ore in the Helen mine, with the serious conditions due to the war, have, in our opinion, caused the failure to realize the anticipated traffic. The receivers state that they now have evidence that the ore traffic is available, that the Magpie mine should produce about 200,000 tons a year, that the Helen mine should yield considerable quantities of siderite iron ore and that a contract has been concluded by the Algoma Steel Corp. and an American co. for the opening of a large pyrites ore body which in the next year or two should lead to the shipping over the railway of 100,000 tons. Considerable development of pulp wood areas is in progress north of the Can. Pac. Ry. On the other hand, much depends on the ability of manufacturers to meet existing financial conditions. The steel plant is likely to continue on half-time for some period.

The physical condition of the railway is reported as generally satisfactory except the wooden trestles; on these and other items, it is estimated, \$25,000 must be spent by Dec. 31 1918.

The receivers' forecast of earnings (see below) may like earlier estimates be too hopeful, but we think it is possibly over-conservative. From Feb. 20 to May 31 1915 the total net income was \$39,709, before deducting interest charges or rental for terminals.

The Manager of the Lands Dept. values the land grant at \$1,415,337, a very low asset.

Counsel advises us that the transfer of properties to the Algoma Central Terminals Ry. was invalid and may result in prolonged litigation unless some agreement can be reached for a reorganization, the present companies to be wound up and a prior charge created to provide working capital. The receivers urge prompt action because though the Court has authorized \$500,000 receivers' certificates (of which \$200,000 ought to be issued forthwith), these cannot be sold until the N. Y. bankers are satisfied that this litigation will be avoided. The receivers say in substance: "As we see it present bondholders must make up their minds to accept a deferred security in exchange for what they now hold, say in the shape of income bonds; and in view of the failure of the Lake Superior Corporation to implement its guaranty, we think both that corporation and the pref. stockholders of the railway should surrender at least a part of their equities to the bondholders. No doubt a drastic reorganization is necessary."

The Lake Superior Corporation has outstanding \$5,658,000 1st M. bonds, \$3,000,000 income bonds, some \$100,000 other direct liabilities and guarantees as follows: Algoma Central & Hudson Bay Ry. 1st M., \$10,080,000; Algoma Eastern Ry. bonds, \$2,500,000; Algoma Central Terminals bonds, \$4,999,526; Algoma Steel Corporation bonds, \$14,000,000, and notes, \$2,432,500; total guarantees, \$34,012,026. The assets of the Lake Superior Corporation outside of its interest in subsidiary and other companies of a par value of \$39,184,012, aggregate only \$609,482.

The chartered accountants believe that if extraordinary conditions had not arisen to cause a complete collapse of the business of the Algoma Steel Corporation, the Lake Superior Corporation would not be in its present position. If the Steel Corporation can be restored to prosperity, as we believe it may be, its shares should one day become valuable and the income therefrom enable the Lake Superior Corporation to do something towards implementing its guaranties as aforesaid. Regarding the latter's holdings, Harrow, Wadby, Guthrie & Co. say: "It would appear, however, that the only way to conserve existing investments would be the formulation of a working policy whereby the Lake Superior Corporation and its subsidiary companies may be tided over the present difficulties and given an opportunity for the larger development of their resources."

Signed by 1st M. bondholders' committee: F. Leonard Govett, Chairman; Beckwith Smith, J. C. Dalton, A. N. Rickett, H. G. Chater-Fawcett, J. C. Russell, James Hamet Dunn. Acting Secretaries, Linklater Co., 2 Bond Court, Walbrook, London, E. C.

Receiver's Forecast for 22 1/2 Months to Dec. 31 1918 and Years 1917 and 1918. Earnings—22 1/2 Mos. 15-16, 1917, 1918. Railway gross—\$1,979,172 \$1,213,125 \$1,326,175 Railway net—\$475,728 \$303,281 \$331,544 Steamship net—151,899 76,988 76,988

Table with 4 columns: Total estimated net earnings, Timber (and \$54,700 land sales 15-16), Total estimated net income, Deduct—Int. Rolling Stock Co. bonds, Int. on borrowed money, Taxes, legal, employees' liab., &c., Bal., sur., excl. rental of terminals, depreciation (and 1st M. int.), Special—Impts. to bridges, etc., Rolling stock, sink fund payments, Past-due taxes (\$30,735) etc., Balance for period.

\* Add: Accounts payable Feb. 19 1915, \$174,559; less accounts receivable and cash in bank and on hand Feb. 19 1915, \$85,564; net debt, \$88,995, increasing total deficiency for 22 1/2 mo. period to \$142,618.—V. 101, p. 772.

Algoma Eastern Ry.—Status.—See Lake Superior Co. under "Reports" above.—V. 99, p. 1906.

Arkansas Louisiana & Gulf Ry.—Sale.—The road was sold at foreclosure sale on Sept. 15 for \$102,000 to Alfred Cowles of Chicago.—V. 101, p. 613.

Atchison Topeka & Santa Fe Ry.—New Director.—Homer A. Stillwell, Vice-President of Butler Bros. of Chicago, has been elected a director to succeed former Governor John G. McCullough of Vermont, deceased.—V. 101, p. 845, 613.

Baltimore & Ohio RR.—New Director.—Charles W. Harkness has been elected a director to succeed Norman B. Ream, deceased.

Mr. Harkness is said to be one of the largest stockholders in the road and a member of the Standard Oil group.

Coal Export Pier.—The directors have authorized the construction of a coal export pier at Curtis Bay, on the outskirts of Baltimore, to cost about \$1,400,000.

Probably about a year will be required to do the work. Bids have not been asked for as yet and some little time will therefore elapse before the work can be begun.

Brazilian Traction, Light & Power Co., Ltd.—J. S. Lovell of Blake, Lash, Anglin & Cassels, has been elected a director to succeed the late Sir William Van Horne.

Buffalo Rochester & Pittsburgh Ry.—Bonds Called.—One hundred and twenty (\$120,000) 4 1/4% equipment bonds, Series "F," for payment at par and int. on Oct. 1 at Guaranty Trust Co., N. Y.

Buffalo & Susquehanna Ry.—Sold.—At foreclosure sale in Buffalo on Sept. 13 the property was bid in for \$300,000 by Morton G. Bogus, representing the bondholders' committee.

Chicago Indianapolis & Louisville Ry.—Earnings.—Table with columns: Year, Gross Earnings, Net (after Taxes), Other Income, Fixed Charges, Balance, Surplus.

Chicago Rock Island & Pacific Ry.—No Default on Debentures.—Judge Carpenter in the U. S. District Court at Chicago on Sept. 14 authorized the issuance of \$500,000 6-months' 6% receivers' certificates to pay the coupons due July 15 on the \$20,000,000 5% debenture bonds.

Our committee has succeeded in getting stockholders whom it represents to take \$410,000 certificates. The court among its friends in Chicago has disposed of the remaining \$90,000.

Judge Carpenter says that the Kendrick report on the physical and financial status of the road will probably be ready by October and will serve as a basis for the rehabilitation of the company.

Restitution Suit.—Judge Carpenter on the opinion of ex-President William H. Taft, as counsel for Jacob M. Dickinson (co-receiver with H. V. Mudge), on Tuesday directed Mr. Dickinson (who was vested some time since with sole authority in the matter) to bring suits against former and present directors for the recovery of about \$6,000,000 alleged to have been lost through the acquisition and subsequent separation from the company of the St. Louis & San Francisco RR.

Equipment Trusts.—Judge Carpenter has, it is reported, authorized the receivers to purchase 4,000 steel-frame box cars. The total cost, it is said, will be \$3,109,540, of which about \$3,000,000 to be provided by car trusts maturing semi-annually in series, and the remainder to be paid in cash.

Columbus (O.) Ry., Power & Light Co.—Prior Pref. Dividend.—An initial quarterly dividend of 1% has been declared on the prior preference stock; also a regular quarterly dividend of 1 1/2% on series "A" preferred stock, both payable Oct. 1 to holders of record Sept. 15.

Demarara Electric Co., Ltd., Halifax.—Div. Omitted.—The directors have decided to omit the quarterly dividend usually paid on Oct. 1, owing to conditions brought about mainly by the war, resulting in an increase in the cost of fuel and a decrease in general traffic.

General Gas & Electric Co.—Subsidiary Company.—See Sayre Electric Co. under "Industrials" below.

Holyoke (Mass.) Street Ry.—Second Strike Over.—The men returned to work on Sept. 10, after a strike which tied up traffic for 4 days, under an agreement to stand by the former arrangement entered into in the Mayor's office on Aug. 15.

Hudson & Manhattan RR.—Authorized.—The New York P. S. Commission, First District, yesterday authorized the company to issue \$615,500 First Lien and Refunding M. bonds of 1913 to reimburse the treasury for expenditures made for additions and betterments, \$212,000; to retire underlying mortgages, \$50,000, and for payments on rolling stock, \$255,000.

Huntington Bluffton & Portland RR.—Subscriptions.—President Fred A. Dolph, Fort Wayne, Ind., purchaser at foreclosure sale of the Cincinnati Bluffton & Chicago Ry., has obtained an extension to Sept. 20, of the time for the payment of the purchase price and in order to meet the same is offering to the creditors of the old company the right to subscribe at par for 6% gold debenture bonds of the new company which carry a participation receipt for a bonus of 26% fully paid, non-assessable, pref. stock. The debentures are limited to \$150,000.

Inverness Railway & Coal Co.—Receivership, &c.—At a meeting of the bondholders held in Toronto on June 30 last a resolution was unanimously passed directing the National Trust Co. of that city, as trustees for the bondholders, to bring action in the courts of Nova Scotia for the appointment of a receiver. Upon such application Mr. McGillivray, the former General Manager of the company, was made receiver and manager and is now conducting the business as such.

Long Island RR.—Offer for 25,000 Shares of Stock.—Earl T. Shaw, 30 Broad St., N. Y., by adv. on another page offers to purchase at 60¢ less commission of 2 1/2% to be paid by the seller to the advertiser, a block of 25,000 shrs. of the co's stock, provided that the certificates shall have been issued not later than 1910 and provided als

that proxies shall not have been issued against the same in favor of Pennsylvania management control.—Compare V. 100, p. 1832.

Maine Central RR.—Stock Retirement—Bonds.—The stockholders will vote on Oct. 20 on:

1. Retiring \$10,000,000 of the \$24,907,467 outstanding stock and issuing in place thereof \$3,000,000 non-voting 5% pref. stock and \$7,000,000 of 25-year 1st M. bonds bearing interest at not over 5%.

2. Also on accepting the Act passed by the last Legislature with a view to the purchase and retirement of \$10,000,000 of the \$15,648,400 stock deposited as collateral under the Maine Railways notes (V. 100, p. 1168) and also of the notes. Of the \$11,962,000 notes \$90,000 have been called for redemption on Oct. 1.

The Act specifies that Maine Central stockholders shall be offered opportunity to subscribe at par for any securities issued under it. The new securities must be approved by the Maine P. U. Commission, who must also certify that they are satisfied that proper arrangements have been made to dispose of the remaining common stock owned by the Railways Cos. so as to afford reasonable opportunity to citizens of Maine to acquire all or a substantial majority of such remaining stock.—V. 101, p. 840, 444.

Maine Railways Companies.—Note Retirement.—See Maine Central RR. above.—V. 101, p. 694.

Manila RR.—Interest Advance for Small Amount.—Contrary to the impression created by a newspaper allusion to the matter, the advance made by the Philippine Govt. on May 1 1915 under its guaranty of interest on the Southern Division bonds was of very small consequence, amounting to only about \$12,700, out of a semi-annual interest installment of \$107,700, then due on said bonds.

Until the end of 1913 the Philippine Govt. regularly advanced to the company the funds with which to meet the interest on the Southern Division bonds as it fell due, such advances being repaid, as soon as the company's accounts for each six months' period were closed. Beginning in 1914, the Govt. has advanced only such amounts as had been ascertained to be unearned when the funds were remitted to meet the semi-annual payment. The total amount due to the Govt. at Dec. 31 1914 for advances on interest account was only \$9,730. Compare annual report for 1914 in V. 101, p. 842.

Maritime Coal, Ry. & Pow. Co., Ltd., Montreal.—Earnings, Feb. 25.—Table with columns: Year, Gross Profits, Interest, Depre-Disc., &c., Write Off, Fund. Charges, Balance, Surplus.

Middle West Utilities Co., Chicago.—Subsidiary Co.—See Pub. Serv. Co. of Oklahoma under "Industrials" below.—V. 101, p. 532

Milwaukee Electric Ry. & Light Co.—Jitneys.—An ordinance was placed in effect in Milwaukee on Sept. 1 regulating the operation of jitney busses in the city, which, it is stated, has resulted in the withdrawal of all of the jitneys from service.

Mississippi Hill City & Western Ry.—Sale Oct. 26.—The sale ordered by the U. S. District Court has been set for Oct. 26.—V. 101, p. 773.

Missouri Oklahoma & Gulf Ry.—Trackage.—M. O. & G. Ry. of Texas Sept. 1 began operating freight trains between Fort Worth and Denison and Dallas and Denison under the trackage arrangements referred to in V. 101, p. 449.

Missouri Pacific Ry.—Protective Committee for Two Issues.—Deposits Until Oct. 10.—An advertisement by the Delano protective committee requesting holders of the \$14,375,000 trust 5% bonds, due Jan. 1 1917, and \$9,636,000 First Collat. M. 5% bonds, due Aug. 1 1920, reads substantially as given in the "Chronicle" last week (p. xvii), and further states (see also V. 101, p. 773):

Under the agreement the limit of committee expenses and compensation is 1% of the par value of the bonds deposited. Depositors have the right of dissent and withdrawal upon the adoption of a plan. Bonds must be deposited on or before Oct. 10 1915. These two issues of bonds are outstanding at the rate of about \$13,000 per mile, and taken together, are secured by pledge of 1st M. bonds covering nearly 50% of the mileage of the Missouri Pacific Ry., including substantially the entire main line between Kansas City and Pueblo. It is the belief of the committee that the value of the property under lien is sufficient to protect the bonds in full, provided the holders thereof unite to control, for their own benefit, the proceedings under the mortgages, and to take such other steps as may be necessary to enforce their security.

Foreclosure.—The necessary papers have been filed, or are about to be filed, bringing suit for foreclosure of the First & Refunding mortgage of 1909.—V. 101, p. 773, 615.

New Bedford & Onset Street Ry.—6-Cent Fare, &c.—The Mass. P. S. Commission has authorized this 37-mile road to make the following changes after due notice to the public:

- (1) Cash fare, 6 cents in place of 5 cents within any fare zone.
(2) 20 tickets instead of 24 tickets for one dollar.
(3) Special school tickets, 10 for 30 cts. in place of 10 for 25 cts.

The Commission believes that the proposed increase will not net the company more than \$20,000 of additional revenue annually.—V. 82, p. 1438.

New Orleans & Northeastern RR.—Dividends.—An annual dividend of 1% was paid on Sept. 4 on the \$6,000,000 stock, being the same as last year and comparing with previous years as follows:

Table showing Dividend Record (Per Cent.) for years '03 to '15, with a 1914-15 1 yearly entry.

New Orleans Ry. & Light Co.—Earnings.—Bertron, Grison & Co. report for the 6 months ending June 30:

Table with columns: 6 Mos. end., Gross Earnings, Net (after Taxes), Misc. Deductions, Int., &c., Renew. & Balance, Replace'ts, Surplus.

New York & North Shore Traction Co.—Decision.—The P. S. Commission in an opinion by Commissioner Irvine on Sept. 10 held that it had no power to modify the terms of a franchise granted by a municipality. The company asked the Commission to determine that the just and reasonable fare between Minerva and Port Washington was 15 cents instead of 10 cents, with the road is limited by the terms of its franchise granted by the Supervisors of Nassau County and the Highway Commissioners of the Town of North Hempstead.

Judge Irvine in the opinion cites a clause in the Constitution providing that no law granting a street railway franchise can be passed without the consent of the local authorities and the abutting property owners. He says that if the language of the P. S. Commission's Law giving the Commission power over rates were to be construed as giving the Commission power to change the terms of a local permission, it would undoubtedly be unconstitutional.

Had it been decided that the Commission had the power invoked, nearly all cases in which an admittedly inadequate return is now imposed by the limitation of local franchises might, it is stated, be brought before the Commission, without respect to the local authorities.—V. 97, p. 1824.

**Pennsylvania R.R.—Electric Service.**

On Sept. 11 the company began operating by an overhead electric system four passenger trains daily on its main line between Broad St., Phila., and Paoli, 20 miles. The total cost of electrifying these 20 miles is unofficially stated as about \$4,000,000. This service will be gradually increased. Electric current is obtained from the Phila. Electric Co. The Chester Hill branch, it is reported, will be the next line to be equipped electrically. Compare V. 100, p. 819.

**Mortgage Filed.**—The company has filed its new general mortgage to the Girard Trust Co. of Philadelphia and Wm. N. Ely, as trustees, under which \$65,000,000 4½% bonds were recently sold.—V. 101, p. 774.

**Philadelphia & Western (Electric) Ry.—Proposed Fast Car Line Philadelphia to Valley Forge, &c.—Independent Financing.**—Advices from Philadelphia state that fast through electric car service between Philadelphia, Valley Forge, Phoenixville, Spring City and Pottstown is probable within a year, the Philadelphia & Western Ry. to form the terminal trunk line, but to take no part in financing the plan which is now being worked out by strong Philadelphia interests. The "North American" of Philadelphia on Sept. 16 said in substance:

The plan contemplates a 7-mile extension of the Phoenixville Valley Forge & Strafford Electric Ry. to a connection with the Philadelphia & Western at Bridgeport. This work and new cars such as the Phila. & Western would be willing to attach to its train will cost, as estimated, about \$300,000. Thomas E. O'Connell is the chief man in the present P. V. F. & S. Elec. Ry., which runs 4½ miles from Valley Forge to Phoenixville. From there up there is another system in which the active man is C. Taylor Letard, the Pottstown & Phoenixville Ry. Co. now operating 25 miles in two sections, one from Pottstown to Sanators, the other from Spring City to Phoenixville. The gap from Sanators to Linfield, there crossing the Schuylkill River and on to Spring City, is now being filled in by a new line under construction and largely graded. With these lines joined up new fast electric service will be provided through a territory inhabited by about 40,000 persons, affording Philadelphia easier access from thriving towns 30 miles up the Schuylkill River and giving a frequent service out to Valley Forge Park.—V. 101, p. 695, 689.

**Phoenixville Valley Forge & Strafford Electric Ry.**—See Philadelphia & Western (Electric) Ry. above.

**Pottstown & Phoenixville Railway Co.**—See Philadelphia & Western (Electric) Ry. above.

**Quebec Ry., L., H. & P. Co., Ltd.—Earnings—Directors.**

Year	Gross Earnings	Net Earnings	Other Income	Fixed Charges	Miscellaneous	Balance
1914-15	\$1,548,000	\$623,279	\$235,978	\$739,483	\$110,775	\$110,775
1913-14	1,531,221	618,320	235,776	759,575	\$13,037	\$0,384

The board, which had been reduced from 9 to 7 members at the last annual meeting, was increased on Tuesday to 11 members, consisting of: Sir Rodolpho Argue, L. C. Webster, Hon. Robert McKay, J. N. Green-shield, K. C., Paul Gallbert, D. O. Lesperance, M. P., Arthur Berthiaume, Trefle Bastien, Louis Joseph Tarte, Arthur Keremont, N. P., L. G. Morin. The last five are new directors.—V. 101, p. 213.

**Rates.—Extension Asked in Western Rate Case.**—Attorneys representing the 41 roads involved in the Western rate case, in which small advances were allowed, effective Sept. 30, on Thursday filed a petition with the I. S. Commerce Commission, asking for a postponement of 90 days before putting the changes in operation.

The step was taken in order to give the roads time to prepare a petition to reopen the entire matter. Should the extension be granted, temporary tariffs will, it is said, probably be filed in compliance with the Commission's order and in the meantime a petition will be filed to reopen the case. Compare item in editorial columns, V. 101, p. 496-7.—V. 101, p. 775, 528.

**St. Louis & San Francisco R.R.—Plan Imminent.**—The Eastern stockholders' committee, we learn, has reached an agreement with the two committees representing the General Lien 5s and the Refunding 4% bonds. J. W. Lusk, one of the receivers, attended a conference in this city on last Tuesday. There are still interests in St. Louis representing stockholders who are dissatisfied with the reorganization plan, but both bondholders' committees and the Sabin committee of stockholders have expressed their intention of proceeding with their plan.—V. 101, p. 775, 289.

**Sherbrooke (Que.) Ry. & Power Co.—Earnings.**

Year	Total Income	Net Revenue	Bond Int.	Other Int.	Miscellaneous	Surplus
1914-15	\$146,750	\$55,920	\$40,535	\$4,204	\$2,157	\$9,824
1913-14	141,000	54,021	48,265	2,642	5,172	def 2,059

Total profit and loss surplus June 30 1915, \$1,181.—V. 100, p. 1016.

**Toronto Hamilton & Buffalo Ry.—Stock.**—The shareholders on Sept. 8 authorized the proposed \$10,000,000 (mortgage) bond issue.—V. 101, p. 528.

**Tri-State Railway & Electric Co., Ohio.—Sale.**—The properties owned by this company (see p. 41 of "E. Ry. Sec." for May 22) were bid in by the bondholders' committee at the foreclosure sale on May 27 and subsequently sold to the Duquesne Light Co. of Pittsburgh or interests identified with it. The leases of the East Liverpool Traction & Light Co. and the Steubenville & East Liverpool Ry. & Light Co. were surrendered April 1 1914 and that of the Ohio River Passenger Ry. to the Steubenville Wellsville & Weirton Ry. canceled. Compare V. 100, p. 982.—V. 100, p. 1511.

**Vicksburg Shreveport & Pacific Ry.—No Dividends.**—No distributions have been declared on the \$2,142,800 5% non-cum. pref. stock or the \$2,856,500 common stock from the earnings of the year ending June 30.

Payments of 5% yearly were made on the preferred from 1909 to 1914 inclusive. On Nov. 28 1913 2½% was distributed on the common stock.

**Precious Dividend Record (Per Cent.)**

Year	'02	'03	'04	'05	'06	'07	'08	'09	'10	'11	'12	'13	'14
Common	0	2½	3	2	None	2	2	2	2	2	2	2	0
Preferred	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%

—V. 101, p. 775.

**United Light & Railways Co., Grand Rapids.—Notes Offered.**—N. W. Halsey & Co. are offering at par and int. an additional \$750,000 of the 6% gold coupon notes, dated Jan. 1 1915, due Jan. 1 1918 & 1920.

Interest payable J. & J. in N. Y. Notes due in 1918 and 1920 are callable as a whole or in part upon four weeks' published notice at 100 and int. and 101 and int., respectively. Denom. 3-year notes \$1,000; 5-year notes, \$1,000, \$500 and \$100 each. N. Y. Trust Co., trustees.

**Organization.**—Organized in July 1910 and now owns or controls through ownership of all or a very large majority of the outstanding capital stock 14 public service companies engaged in Ill., Ia., Ind., Mich. and Tenn., in the manufacture and sale of gas and electricity for light, heat and power and in street and interurban railway operation, thus serving 53 communities population in 1910, 466,441; present population estimated 537,617.

**Capitalization of United Lt. & Rys. Co.—**

Authorized	Hands of Public
First pref. 6% stock	\$12,500,000
Second pref. 3% stock	5,000,000
Common stock	12,500,000
Co.'s Funded Debt—6% gold notes, due 1918-20	3,000,000
First and Refunding bonds, due 1932	2,214,000
Divisional bonds and preferred stocks	18,076,500

\*Does not include \$8,000 Cadillac Gas Light Co. 5% bonds, funds sufficient to retire which are with trustee.

The proceeds of these notes will complete payments on properties heretofore acquired and reimburse the treasury for improvement work.

These \$2,250,000 6% Notes—Secured by Pledge of \$3,000,000 of Company's First & Ref. M. 5% Bonds.—Further notes may be issued on pledge of additional amounts of said bonds, but the outstanding notes must never exceed 75% of the par value of bonds pledged. Additional Refunding bonds may be certified only for refunding or acquiring underlying securities, or for 75% of the cash cost of betterments, improvements and additions, or in case of new properties purchased for not over 75% of the replacement value. These \$2,250,000 notes precede the company's outstanding First pref. 2d pref. and common stock, having a present aggregate market value of over \$9,000,000 yearly beginning with 1915, the company must provide a maintenance and depreciation fund aggregating not less than 12½% of the gross earnings, any portion unexpended to be used for additions against which no refunding bonds may be issued.

Franchises.—These, with one minor exception, expire from 1921 to 1960; approximately 73% are indeterminate or extend beyond 1932.

**Combined Earnings of the Co. & Its Sub. Cos. for 12 Mos. end. July 31 1915.**

Gross revenues, \$6,146,497; net, after taxes	\$2,377,469
All bond interest, including dividends on securities of subsidiary companies in hands of public, also proportion of surplus due minority holders (paid or accrued)	1,330,212
Annual interest on \$2,250,000 6% notes	135,000

Bal., surplus, after allowing for full int. on notes now offered. \$912,257 Compare V. 100, p. 400, 310.—V. 101, p. 459.

**United Railroads of San Francisco.—Depreciation Fund.**

—The Cal. RR. Commission has issued a supplemental opinion to its decision rendered on May 17 1915, in the investigation into the financial condition of the company.

The original order provided that the depreciation account should be established so as to show an appropriation for earnings of \$550,000 a year not later than June 30 1915, payable in equal monthly installments of \$45,833. Of this the company was ordered to use \$300,000 for certain specified purposes and the remaining \$250,000 for the usual expenditures for betterments and repairs.

The company submitted a comparative statement of the earnings and expenses for the years ending June 30 1914 and 1915. The surplus for the earlier year was \$549,305 and for the later year \$507,248. To meet the situation the Commission has by its supplemental order changed the date for the beginning of the depreciation fund to June 30 1916 and for its end June 30 1918, instead of 1917.

The Commission in a separate order dismisses the petition for a rehearing, saying that after careful consideration it finds in them no good reason for granting a rehearing.—V. 101, p. 214.

**Winnipeg Selkirk & Lake Winnipeg Ry.—Bonds.**

—P. U. Commissioner Robson of Winnipeg has authorized the company to issue at not less than 85 \$1,400,000 bonds. A Canadian paper says:

The proceeds are to be used for the purpose of putting the Winnipeg Selkirk & Lake Winnipeg and the Winnipeg Electric Ry. on separate footings. The first-mentioned company owes the Winnipeg Electric the sum of \$940,000 for money advanced. The order of Judge Robson will enable the latter company to reimburse the Winnipeg Electric.

The present bond issue is \$400,000. These bonds were issued in 1903. They bear 5% interest and are redeemable 30 years from date. The issue was limited under the former arrangement to \$20,000 per mile of single track. The issue of \$400,000 will be consolidated with the new issue. The paid-up stock of the company is only \$111,500. The mileage is approx. 40.

**Wrightsville Adrian & Lyons Ry.—Sale of Rights.**

The property was sold at foreclosure sale at Swainsboro, Ga., on Sept. 7 to C. Garrett of Sandersville for \$5,000. The company was incorporated in 1909 and work was begun at once, but with grading within 3 miles of completion, was halted on account of financial conditions and the road placed in receiver's hands. The road, which is to be 50 miles long when completed, will furnish an outlet to farm lands, lumber and turpentine territories in South Georgia.

**INDUSTRIAL, GAS AND MISCELLANEOUS.**

**Algoma Steel Corp.—Adjustment, &c.**—See Lake Superior Co. under "Reports" above and Algoma Central & Hudson Bay Ry. under "Railroads".—V. 100, p. 1169.

**American Agricultural Chemical Co.—New Director.**—George B. Burton of Detroit has been elected a director to succeed Ross L. Coe of Boston.—V. 101, p. 771.

**Atlantic Power & Light Corporation (Virginia).**

—**Pref. Stock Offered.**—William P. Bonbright & Co., Inc., N. Y., are offering the 7% cum. pref. (p. & d.) stock at 95% and div., with the privilege of buying common stock voting trust certificates at \$10 per share to an amount not exceeding 50% of the pref. stock purchased. A circular reports:

**Preferred Stock.**—Has its dividends payable quarterly (Q. Y.) and is redeemable at option of company upon any dividend date after the expiration of 3 years from the issue thereof at 115% of par upon the vote of a majority in interest of the outstanding common stock. Par value, \$100. Commercial Trust Co., Jersey City, N. J., is registrar, and Registrar & Transfer Co., Jersey City, N. J., transfer agent.

**Organization.**—Incorporated Sept. 1 1912 in Virginia and owns all of the capital stock (except qualifying directors' shares): (a) The United Electric Light & Water Co. (see V. 95, p. 970; V. 91, p. 71). Incorporated June 1901 in Connecticut and operating, under a 999-year lease from the N. Y. N. H. & H. RR., gas and electric-lighting properties in the following cities and towns in Connecticut: Berlin, Cheshire, Greenwich, Naugatuck, New Britain, New Canaan, Newington, Norwalk, Plainville, Southington, Waterbury, Watertown and Wilton. (b) Seymour Electric Light Co., incorporated Sept. 1899, in Connecticut, owning and operating the electric lighting property in Seymour, Conn. (Capital stock June 30 1914, \$30,000).

**Earnings of Above Companies (Inter-Comp. Charges Eliminated) June 30 1915.**

Year	Gross op. rev.	Net (aft. taxes)	Other income	Deduct	Net for dividends
1914-15	\$1,125,057	\$550,734	6,219	\$1,068,650	\$158,824
1913-14	1,068,650	453,657	3,168	1,016	136,500
1914-15				32,113	\$93,441

Tot. corp. inc. \$558,953  
Annual divs. on \$825,000 7% pref. stock amount to 57,750

Balance available for common stock dividends, &c. \$101,074 Earnings available for dividends are more than 2½ times annual preferred dividend. Actual pref. dividend charge during the year was \$56,679.

**Capitalization of Atlantic Power & Light Corp.**—Authorized, Outstanding, Preferred stock (7% cumulative), par \$100 \$10,000,000 \$25,000,000 Common stock, par \$100 10,000,000 5,000,000

The common stock is held in a voting trust, which will continue until Oct. 1 1917, unless the voting trustees dissolve the trust at an earlier date.

**Franchises.**—The franchises under which the company operates are all perpetual.

**Population.**—1890 1900 1910 10-yr. inc. Est. 1914  
109,027 144,209 36% 156,479 36% 212,000  
**Service.**—The territory served is a most highly developed manufacturing district.  
**Properties.**—There are no competing electric companies (except in a limited area in South Norwalk) nor competing gas companies in the territory in which the above underlying companies are operating. The varied manufacturing industries in this territory afford a large field for the sale

of electric power. There are about 775 miles of electrical distribution lines (for other than railway purposes) serving 16,051 customers. Electric power is purchased on favorable terms from the N. Y. N. H. & H. R. R. Co. Operates under lease the manufacturing and distributing gas plant in Newark, with holder capacity of 277,000 cu. ft., and the gas distributing systems in part of Greenwich and Naugatuck serving over 5,400 customers. Operates 53 miles of gas mains and has an output of over 65,000,000 cu. ft. of gas per annum. Company has adopted a liberal policy in developing its business, extending its lines, improving its service and reducing rates as rapidly as conditions warrant, resulting in a large growth in business.

**Belle Terre Estates, Port Jefferson, N. Y.—Sold.**—At foreclosure sale under 1st M. at Port Jefferson, N. Y., on Sept. 11, the property was bid in for \$100,000 for the bondholders' committee, which includes Harlow E. Bundy of Endicott, N. Y., and George H. Clark and Myron T. Bly of Rochester, with Hiram R. Wood of Rochester as counsel. First M. bonds out about \$280,000; Title Guar. & Trust Co., trustee. Compare V. 86, p. 1231.—V. 101, p. 289.

**Biograph Co.—No Scrip Dividend.**—The directors have rescinded their action of last December, declaring a 50% scrip dividend, owing to the European war. On June 30 there was a profit and loss surplus of \$1,101,697. Compare V. 100, p. 231.

**Brooklyn Development Co.—Stock Reduction.**—The stockholders will vote Sept. 29 on reducing the capital stock from \$2,000,000, par \$100, to \$500,000, par \$25.—V. 90, p. 773.

**Canada Iron Corporation, Ltd.—Plan to be Modified.**—Meetings of the holders of 1st M. bonds of 1908 and 2nd M. bonds of 1911 respectively will be held in Montreal on Oct. 7 to modify the plan of reorganization under title of Canada Iron Foundries Ltd. (as approved July 2 1914) by providing (1) that the interest on the "A" and "B" debenture stocks of the new company shall begin to run as from Oct. 1 1915, instead of as from the date of incorporation of the new company, and that so long as any "A" debenture stock remains outstanding the interest on the "B" debenture stock shall be payable yearly instead of half-yearly—the first half-year's interest on the "A" debenture stock to be payable on April 1 1915, and the first year's interest on the "B" debenture stock to be payable on Jan. 1 1917. As soon as the "A" debenture stock has been completely redeemed, the interest on the "B" debenture stock will be payable half-yearly (J. & J.); (2) that the fixed sinking fund on the "A" debenture stock shall commence in 1917 instead of 1916 and that the sinking fund on the "B" debenture stock shall commence in the financial year next following the complete redemption of the "A" debenture stock, and shall be a fixed charge from its commencement. (3) that the trust deeds to secure the "A" and "B" debenture stocks to be made by the new company to the Canadian Trust Co. and the Montreal Trust Co., respectively, as trustees, be approved. Compare V. 99, p. 200, 345; V. 100, p. 1754.

**Canada Iron Foundries, Ltd., Montreal.—Plan.**—See Canada Iron Corporation, Ltd., above.—V. 100, p. 1754.

**Central Petroleum Co.—Bonds Called.**—One hundred and seventeen 1st M. 6% collateral gold bonds of \$1,000 each and 30 of \$100 each, for payment at par and int. on Oct. 1 at Bankers Trust Co., 16 Wall Street, New York City.—V. 99, p. 819.

**Citizens Telephone Co. of Grand Rapids.—Earnings.**—

Year	Total Gen. Exp.	Oper. & Maint.	Depr. of Plant, &c.	Bond Int. &c. Paid.	Divs. Balance, Surplus.		
1914-15	\$900,172	\$308,412	\$359,178	\$157,422	\$231,105	\$22,883	
1913-14	\$899,862	95,827	348,116	154,377	29,294	231,121	10,927

Total income as above, \$900,172, in 1914-15, includes Grand Rapids revenue, \$355,216; outside exchange revenue, \$361,617; toll line revenue, \$150,900; interest income, \$22,625; and other income, \$9,714.—V. 99, p. 745.

**Colt's Patent Fire Arms Mfg. Co.—Dividend Increased.**—An extra dividend of 2% has been declared on the \$2,500,000 stock in addition to the regular quarterly distribution of 2½%, both payable Oct. 2 to holders of record Sept. 15. Regular distributions at the rate of 6% have been made for several years. In July and April 1915 extra dividends of 2½% were made, also in Dec. 1914; from Jan. 1 1913 to Sept. 1914, 1% extra was distributed quarterly and in July and Oct. 1912, ½%.—V. 100, p. 2088.

**Copper Range Co.—Exchange of Stock.**—See Copper Range Consolidated Co. below.

**Copper Range Consolidated Co., Boston.—Circular.**—President William A. Paine, in circular dated at Boston, Sept. 7, says in substance:

Your company was organized Dec. 2 1901 in N. J., and has since acquired by exchange the stock of two other Michigan mining corporations, capitalized with 100,000 shares of \$25 each, resulting in the unified ownership and management of the chief mines on the Baltic Peninsula, in Houghton County, Mich. Your company's outstanding stock is 393,802 shares, par \$100. Present Michigan corporation laws are satisfactory and your directors believe that the New Jersey corporation should now be dissolved and its entire assets transferred to a Michigan corporation, having exactly the same number of shares and a similar charter, in fact, an exact counterpart of the Consolidated Company.

The Copper Range Co. is such a corporation. It was originally formed Jan. 20 1899, with 100,000 shares of \$25 each. In August 1915 this capitalization was increased to 400,000 shares, of a par value of \$25 each, fully paid, and all of the property and assets of the Copper Range Consolidated Co. have been transferred to the Copper Range Co. in exchange for a sufficient number of new shares of Copper Range Co. to enable each stockholder in this company to receive the same number of shares in the Copper Range Co. that he now owns in the Consolidated Co. Under the laws of Michigan the capitalization of mining companies is limited to \$10,000,000, so that we are compelled to keep the par value of the 400,000 shares issued at \$25 each, but this par value of a mining company stock in no way affects the real value or the market value of the shares.

All dividends paid on the Champion, Baltic and Trimountain shares owned by this organization, will be paid to the Copper Range Co. of Michigan, and would come to the Copper Range Consolidated Co. as dividends paid by the Copper Range Co. Under the operations of the Federal Income Tax Law of 1913 that tax is now collected three times on the same income before it gets to our stockholders. The first step to be taken is the dissolution of the N. J. corporation, regarding which the stockholders will vote Oct. 8.

As soon as the necessary legal requirements have been complied with an equal number of shares of the Copper Range Co. of Michigan will be distributed to the stockholders of the Copper Range Consolidated Co. The property and assets will be exactly identical and the officers and directors will also be identical. Stockholders of the Copper Range Co. will then receive a dividend out of the earnings of the current year.

For the first six months ended June 30 1915—the profits of the Baltic, Trimountain, and one-half Champion mines were \$1,802,791. Our \$1,200,000 notes outstanding Jan. 1 1915, have all been paid, and your company is now entirely free from debt, and on Sept. 1 had \$612,427 cash in bank. There was also due for conversion of notes to Sept. 1, which has all been sold, but not paid for (after deducting one-half Champion), \$1,356,041.—V. 101, p. 848.

**Cosden & Co. (Oil), Baltimore.—Bonds Underwritten.**—A syndicate of Baltimore, Philadelphia, New York and Chicago banking interests, headed by the Equitable Trust Co., Baltimore, has underwritten an issue of \$1,000,000 of 5-year 6% convertible bonds. Baltimore "Sun" says:

The bonds are secured by a first mortgage on the plant. They run five years and are callable at 101 on 90 days' notice, and are convertible at any time before maturity, or before they are called, into common stock at \$50 per share, par value \$5. Sinking fund nearly \$17,000 monthly, or \$203,000 a year. The proceeds of the bond issue will be used to retire the present mortgage, which originally amounted to \$300,000, but has been reduced through the sinking fund to about \$275,000. The balance will be used to pay the floating debt and to furnish working capital.

Cosden & Co. operates in the Oklahoma field. The surplus earnings in July were about \$93,000 and for August approximately \$100,000. The company now pays quarterly dividends of 2% on its common stock, and it is reported that the rate will be raised to 2½% quarterly, or 10% a year.

Underwriting in the syndicate has been offered to Baltimore and outside interests, and already subscriptions exceed the offer. It is understood a public offering of the bonds will be made at 97½. See V. 100, p. 645.

**Denver Reservoir Irrigation Co.—Proposed Plan for Sale of Lands and Water Rights for Bondholders' Protective Committee Notes.**—A circular signed by the bondholders' protective committee and the advisory committee, and sent as of July 10 1915 to holders of committee notes, says in subst.:

Status.—Because of the general depressed condition of the land market and other unavoidable factors, the Chicago Title & Trust Co., as trustee, has been unable to sell any considerable amount of the lands and water rights acquired by it in August 1913 as trustee under agreements for funding the debt of the Denver Reservoir Irrigation Co. and associate companies. In the absence of any income from the sale of lands and water rights the trust company has been called upon from time to time to make advances to defray the expenses of administering the trust, to pay taxes and contribute to the expense of operating and keeping in repair the ditches, reservoirs and irrigating works. These advances, under the trust agreement, must be repaid out of a sale of assets before any interest on the debt is payable on committee notes. In view of the impossibility of selling the assets for cash within the time expected, it has become apparent that some plan must be devised for distributing the assets in kind to the holders of committee notes. If the committee notes must be first retired, if such a distribution is not effected, it is feared that the necessary expense of administering the trust will seriously deplete the security behind the committee notes and participation certificates and result in a general foreclosure in 1915 to the disadvantage of all concerned. The trustee has made strenuous efforts to sell the land and water stock, but is convinced that nothing much is to be expected for the next year or two from attempts to sell a large body of fairly high-priced land through a single organization.

Proposed Plan.—The collateral trust agreement with the Central Trust Co. of Illinois which secures the committee notes provides for pro rata payments in cash, and it seems advisable to obtain the consent of the committee notes holders to the use of committee notes and interest coupons at their face value in the purchase of lands and water rights from Chicago Title & Trust Co., trustee, under the requisite consents and court orders have been obtained, a public sale will be held of the land and water stock. At such sale or sales appraised valuations will be fixed by the trustee, as the minimum bids acceptable, such valuations will not be greater than the price at which the trustee has been offering the lands and water stock for sale heretofore. Each holder of committee notes who uses the same in the purchase of lands or water rights will thus be paid in full, by the transfer to him of a specific tract of land or specific water stock, or both.

If no bids in excess of the appraised valuations fixed by the trustee are obtainable at such public sale or sales, the trustee will proceed to sell at private sale any remaining assets at prices not less than the appraised valuations, and to accept in payment of all or part of the purchase price committee notes. In such cases as the trustee may deem proper, it may accept part payment of the purchase price in cash or committee notes, and a first mortgage upon the property sold bearing 6% interest and maturing on August 11 1918 as security for the deferred balance of the purchase price. In our judgment, this plan offers the only hope of solution.

Reservation for French Bank.—It is proposed to set aside by agreement certain specific tracts of land, preferably those covered by the Toll mortgage or susceptible of irrigation from the Henrylyn Irrigation District, for the purpose of retiring the committee notes delivered to the French Bank, or tracts of land so agreed upon with the French Bank will be reserved from the general sales, and will be transferred to the French Bank, or its nominees at the proper time in exchange for said committee notes upon the same terms as to valuation at which all other committee notes are to be retired.

Advantages of Plan.—The advantages of such a plan are obvious. A committee noteholder so exchanging his securities will obtain (1) an individual farm or water stock which he can work or lease, sell or hold, as he pleases. His committee notes will thus be paid without any expense to the trust estate for land selling agents' commissions, and he will avoid the inevitable increase in the prior lien against the trust estate on account of advances made for administration expenses. Instead of participating in the security of committee notes of a principal face value of more than \$2,600,000, he will have his own particular tract of water stock to do with as he pleases. Moreover, the alternative is decidedly forbidding, since the result would probably be a foreclosure in 1918, and the committee noteholders to protect themselves would then be required to raise a large sum of money to pay off the debts incurred by the trustee during the 5-year period of the administration of the trust, and which constitute a first lien upon all the assets.

Irrigation District Bonds.—Inasmuch as a very considerable acreage of the lands to be distributed or sold under the foregoing plan is situated in irrigation districts, the bondholders' protective committee for the purpose of facilitating the distribution and enhancing the value of the lands so distributed has consented to waive the interest upon the Irrigation District bonds held by it up to and including the interest coupon due June 1 1918, and it is proposed, if possible, to return the said Irrigation District bonds under a statute passed at the last session of the Colorado Legislature so as to postpone all payments on account of the principal thereof for a further period of at least ten years. If the district bonds are released in 1918 from their pledge as security for the committee notes by the retirement of said notes prior to that time, the bondholders' protective committee, to the extent of its powers under its depositary agreement, has signified its willingness to remit all interest on the refunding bonds for a further period of three years, or up until and including the coupon due June 1 1921.

Farmers' Reservoir & Irrigation Co.—It is proposed to provide for the discharge of the receiver of this company at the earliest time advisable.

Some Process Proposed Subsequently for Participation Certificates.—After agreements have been obtained from the holders of a sufficient amount of committee notes as aforesaid, separate mortgages or liens proportioned to their respective appraised values will then be placed on the remaining tracts of land and water stock, in an aggregate amount not less than the aggregate amount of committee notes still outstanding, and said remaining assets, subject to said reserved mortgages or liens, will then be distributed or sold to the holders of Participation Certificates in the order of their priority.

(Signed by) Bondholders' Protective Committee, representing certain bonds of Denver Reservoir Irrigation Co., Denver-Greeley Valley Irrigation District and North Denver and the Denver-St. Vrain Municipal Irrigation Districts; and also by the Advisory Committee. Abel Davis, 69 W. Washington Street, Chicago, is V-Chairman of first-named Committee. Compare V. 100, p. 1675.

**Dow Chemical Co., Midland, Mich.—Stock Inc.—Div.**—Stockholders will vote Sept. 29 on increasing the capital stock from \$1,500,000 to \$3,000,000, the \$1,500,000 new stock to be 7% cum. pref., of which \$900,000 is to be distributed as a 60% stock dividend to holders of record Sept. 15.

The company has, it is stated, accumulated a surplus of over \$900,000 as the result of the high prices of its products due to war conditions. The circular states that the stock dividend had been decided upon because the increased growth of the company's business will necessitate further large additions to the plant, and it was, therefore, decided to conserve the cash resources and to distribute the bulk of the accumulated surplus in the form of new stock.—V. 100, p. 1675.

**Duquesne Light Co., Pittsburgh, Pa.—Acquisition.**—See Tri-State Ry. & Electric Co. above.—V. 101, p. 817.

**(The) Fidelity Co.—Bonds Called.**—Three thousand (\$3,000,000) Collateral Trust 4% bonds, Series A, secured by trust indenture dated Oct. 1 1909, have been called for payment on Oct. 1, at par & int., at office of company, 55 Wall St. Incorporated in N. J. May 17 1900 with \$200,000 capital stock (in \$100 shares), which on Oct. 31 1907 was increased to \$1,000,000, and on Dec. 28 1909 to \$2,000,000.

**General Chemical Co., N. Y.—Baking Powder.**—The company announces, by adv., that it has added to its other lines the manufacture of a new and superior baking powder called "Ryzon."—V. 101, p. 373, 216.

**General Motors Co.—50% Cash Dividend—Regular Quarterly Dividends on Common.**—The directors on Thursday declared a cash dividend of 50% on the \$16,184,800 common stock, payable Oct. 15 to holders of record Sept. 30, and

recommended the inauguration of regular quarterly dividends on the stock, the rate to be determined by the new board to be elected on Nov. 16. The basis of the cash dividend rate may, it is reported, depend upon whether a stock dividend is declared.

Report.—The report for the fiscal year ending July 31, compare "Annual Reports" above will show in part:

Gross sales of all of the companies amounted to \$94,424,841, compared with \$85,373,302 for 1914; the number of cars sold, 76,068, compared with 58,987 during the preceding year. Owing to price reductions, the number of cars sold tends to increase considerably faster than the sales measured in dollars. The outlook never was more promising than for the coming year.

The models of all of the companies are meeting with great favor in their respective classes and sales so far in the new year (Aug. 1 to Sept. 14 1915) amount to \$16,176,781, compared with \$7,585,739 for the corresponding period of last year.

Cash on hand at the close of the fiscal year, July 31 1915, was \$14,526,124 with all the factories in operation and all current bills paid and discounted in advance wherever possible. Cash on hand Sept. 14 1915, \$20,408,331.

Large Profits Not from War Business.—Pres. Nash says:

The impression that the company has made its profits out of war business is entirely erroneous. The company has not sold one dollar's worth of war materials from any of its plants in the United States. The English company has made a deal for something like 250 automobiles, which will serve as ambulances in the Red Cross service. The policy of the company's officers has been to strengthen business with the home trade. It has not catered to war business, for the demand for our products in this country has far exceeded our ability to supply it.

Expiration of Voting Trust—New Board.—President Nash states that in view of the expiration of the voting trust on Oct. 1, representatives of large stock-holding interests on Thursday appointed a proxy committee who have named a new board, which includes men prominently identified with other large corporations.

New Directors to be Elected.—Pierre S. du Pont, President of the du Pont de Nemours Co.; Lamont Bell, director of the Aetna Explosives Co.; L. G. Kaufman, President Chatham & Phenic National Bank, of which the du Ponts are large stockholders; S. F. Pryor, Gen. Mgr. of the Union Metallic Cartridge Co. and the Remington Arms Co.; Albert H. Wiggin, President Chase National Bank and Chairman of the Clearing House Committee; Charles H. Sabin, President of Guaranty Trust Co.; J. A. Haskell and J. J. Roskoff, Treasurer du Pont de Nemours Co.

Old Directors to be Re-elected.—President C. W. Nash, Albert Strauss of J. & W. Seligman & Co., J. J. Storrow of Lee, Higginson & Co., E. W. Clark W. C. Durant, J. H. McClement, C. S. Mott and Thomas Neal.—V. 100, p. 1261.

Great Western Power Co.—Earnings.—As published:

Table with 4 columns: June 30 Gross, Net (after taxes), Other Income, Bond Interest, Balance, Surplus. Rows for 1914-15 and 1913-14.

Hawaiian Commercial & Sugar Co.—Extra Dividend.—

In addition to the regular monthly dividend of 25 cts. (1%) on the \$10,000,000 stock (par \$25) an extra payment of 50 cts. (2%) has been declared, payable Oct. 5. Similar extra payments were made in Aug. and May 1915. An extra payment of the same amount will be expected to be made in Dec. 1915, bringing the total dividends for the year up to 20%.—V. 101, p. 844, 373.

Hawks Electric Co., Goshen, Ind.—Mortgage.—

The Indiana P. & C. Commission has authorized the company to execute a mortgage on its property for \$250,000 and to issue \$128,000 thereunder at not less than 9%, to reimburse the treasury for \$29,927 for expenditures already made, to purchase the Home Electric Co. of Wakarusa, Ind., for \$10,000, and to construct a new transmission line from Goshen to Bremen. The Home Electric Co. has been purchasing its energy from the Hawks Co. for some time.

Howes Bros. Co. (Sole Leather), Boston.—Prof. Stock.—

Rolla W. Bartlett & Co., Boston, are placing at par and int. the unsold portion of \$418,900 6% cum. first pref. (p.&d.) shares, Series B (same preference as Series A). Par \$100. Dividends Q.-J. Redeemable on 90 days' notice at 110&div.

Capitalization (No Bonded Debt)—

Table with 4 columns: First pref. 7% cumulative "A" shares, Second pref. 7% non-cumulative shares, Common shares, Authorized, Issued.

Digest of Statement by Treas. Frank L. Howes, Boston, Jan. 21 1915.

Organization.—The management consists of myself, and my four brothers, ages 36 to 47. Begun in 1895 as a partnership; in 1905, incorporated in Maine as Howes Bros. Co., with capital of \$1,000,000, viz.: \$150,000 1st pref., sold to investors; \$350,000 2d pref. and \$500,000 common. In June 1914 re-incorporated. These "B" shares are issued for working capital.

We do a commission sole leather business, advancing money on hides and leather at 75% to 85% value. We acquire the legal title to these hides and ship them fully insured to the tanneries in which we have an individual interest. The sole leather is then shipped to our various warehouses in Boston, St. Louis and Chicago and sold by us on commission. Our profits from loaning money on these hides and leather and from commissions on the sale of the leather are very stable; in 19 years not a month without profit. Net earnings June 1 1905 to Jan. 1 1915, \$1,803,573; dividends paid, \$456,602; carried to surplus, \$1,346,971, or a yearly avge. of \$140,553.

Gross business for 7 months ending Jan. 1 1915, \$7,069,001; net, \$137,334. No mortgage debt can be created unless authorized by vote of not less than 75% of all first pref. stock then outstanding. No dividend can be paid on any junior stock which will reduce the net quick assets to less than 150% of the par value of the outstanding first pref. stock of both series outstanding. No first pref. stock beyond the present \$1,000,000 shall be issued except for cash at or not less than par and divs., nor unless simultaneously there is sold for cash, at not less than par, an equal amount of 2d pref. stock or common stock, or unless the said stocks then outstanding equal in amount the first pref. stock outstanding and such additional issue; and only in case the net quick assets after such additional issue will equal or exceed 150% of the total first pref. stock which will then be outstanding. The first pref. shares have full voting powers, but in case of default for 18 months upon the dividend thereon for any quarter the first pref. will, so long as the default continues, be entitled to the exclusive voting power.

Financial Statement Jan. 1 1915 (Total each side, \$3,160,628).

Table with 2 columns: Bills receivable, Advances on hides and leather, Cash in banks, Bills and notes payable, Foreign accounts (with drafts), Capital stock (as above), Surplus (undivided profits).

Directors.—Ernest G. Howes, President; Frank L. Howes, V.-Pres. and Treas.; Samuel C. Howes, Sec.; Henry S. Howes, John B. Fallon.

International Mercantile Marine Co.—Plan Declared

Operative After Making Optional 2½% Cash Subscription by Stockholders—Time Extended.—The plan of reorganization (V. 101, p. 451, 531, 617) dated Aug. 3 1915 has been declared operative, as stated by adv. on another page.

The reorganization committee says: "The continuing large earnings now indicate that the assured cash resources of the new company make it unnecessary to require holders of stock and stock trust certificates to subscribe to bonds

of the new company at the rate of \$2 50 per share, and the plan has accordingly been changed so that holders may at their election deposit their stock and stock trust certificates without the payment of the subscription.

Depositors may, if they so desire, obtain a refund of the amounts paid by them upon surrender of their certificates of deposit to the depository or its agents on or before Oct. 1 1915 in exchange for new certificates.

Certificates of stock, stock trust certificates and bonds must be deposited under the plan on or before Oct. 1 1915, after which date no deposits will be accepted except in the entire discretion of the committee and subject to such penalties and conditions as the committee may see fit to impose.

Alfred E. Cortis, who last spring called attention to the favorable prospects for the security holders, has announced his approval of the plan, stating that after careful examination he has decided that on the whole the various classes of security holders have received relatively fair and equitable treatment. He will, therefore, advise all his constituency promptly to deposit their securities under the plan.

New Committee.—Preferred shareholders dissatisfied with their treatment under the plan are asked by adv. on another page to deposit their certificates with the Central Trust Co., 54 Wall St., as depository. Committee: J. N. Wallace, Chairman; Henry Evans, Harry Bronner and Frederick W. Scott, with C. E. Sigler, 54 Wall St., as Secretary and Joline, Larkin & Rathbone and Loucks & Alexander as counsel.

"Moody's Magazine" for September contains an article regarding the company by Theodore Prince of L. M. Prince & Co. of N. Y., members N. Y. Stock Exchange.—V. 101, p. 849, 776.

International Steam Pump Co.—Plan Operative—Time

for Deposit Extended—Assessment Called.—Notice is given, by adv. on another page, that the plan of reorganization (V. 101, p. 531, 617, 849) was on Sept. 14 declared operative and that the time for the further deposit of securities thereunder has been extended until and including Sept. 23.

Holders of certificates of deposit of Columbia Trust Co., representing common stock of the company, are notified by said adv., that the payment of \$12 50 per share of com. stock required under the plan dated Aug. 5 1915, must be made on or before Oct. 14 in N. Y. funds at Guaranty Trust Co., 140 Broadway, N. Y.

Said payment may be made in full, or at the option of certificate holder, 40% thereof may be paid on or before said date and the remaining 60% in three equal installments each on or before Dec. 14 1915, Feb. 14 1916 and April 14 1916 (with privilege of paying all unpaid installments at any time).

Percentage of Each Class of Securities Which Has Assented to the Plan. International bonds, 94%; International pref. stock, 74%; International common stock, 90%; Worthington pref. stock, 90%; Blake & Knowles pref. stock, 100%; Hoity Mfg. Co. bonds, 86%.

Intervention Denied.—Judge Hough in the U. S. District Court on Tuesday denied the application of the minority pref. stockholders' protective committee (McDougall Hawkes Chairman) to intervene in the foreclosure suit brought by the Guaranty Trust Co.

Digest of Statement Issued by Hawkes Committee Dated Sept. 14.

The decision sets forth that, as a receiver has been appointed in New Jersey, defenses in the foreclosure action should be set up by this receiver and not by the stockholders' protective committee. The protective committee has already covered this situation and made an application to Vice-Chancellor Stevenson in New Jersey yesterday for an order to show cause why the receiver should not set up the defenses or allow the committee to set them up in his name. Notwithstanding the objection of counsel for the other stockholders' committee, the Vice-Chancellor granted an order to show cause; it is returnable Monday next in the County Court House at Paterson, N. J. The Vice-Chancellor stated that technical defenses should be made, and that if it was necessary that orders should be entered to cover such technical defenses, unless ground was shown to him on Monday why they should not be entered, proper orders would be made.

The decision in the petition for intervention in the foreclosure action, which is pending in New York, does not in any way affect the action for which papers are being prepared, which will be brought in the Court of Chancery of New Jersey, against the members of the bondholders' committee, the stockholders' committee of which Mr. Lewis L. Clarke is Chairman, and the joint reorganization committee, and also the members of the man and the joint reorganization committee, to have the Guggenheim common stock declared invalid and to hold the members of the reorganization committee and members of the underwriting syndicate personally responsible to the preferred stockholders of the International Steam Pump Co. for damages accruing by the attempt to carry out, or the actual carrying out, if they go so far as that, of the reorganization plan as announced. The position of the preferred stockholders committee will be maintained as high as the U. S. Supreme Court if necessary, and the committee has no doubt whatever of the ultimate outcome of this situation, though it may mean long litigation.—V. 101, p. 849, 776.

Interstate Electric Corporation, N. Y.—Earnings, &c.

Table with 4 columns: Consolidated Statement of Earnings of Sub. Cos. for July and Year End, July 31, 1915-1914, Inc., % 1915-Year-1914, Inc. %

Net....\$13,941 \$12,435 \$1,506 12.1 \$143,900 \$127,119 \$16,871 13.2 The company at San Angelo (Tex.) had in July the most prosperous month in its history, the gross income being \$10,000, an increase of 16.9%, and the net earnings \$5,667, or an increase of 44% over July 1914. The Laredo company in July showed an increase of 30.9% (\$1,558) in gross income and of 54.8% (\$1,506) in net earnings. In Trenton, Mo., 7 electric service connections, 570 meters set and a new station gas meter. At Great Bend, Kan., where gross earnings per capita have increased 94c. over last year, an expenditure of \$42,240 is to be made on an oil engine which is expected to yield a net return of \$11,483 thereon. The high-tension transmission line from Erie, Pa., to Waterford, Corry and Union City is now completed and in operation, making it possible to take on the substantial power load there available. Rate concessions have accordingly been made in Union City.—V. 101, p. 291.

Jamaica (N. Y.) Estates.—Auction Sale.—

Auctioneer Joseph P. Day sold under foreclosure sale Sept. 14 on the premises all of the remaining plots and tracts of the company by order of the Supreme Court, in the action of the Matawok Land Co., plaintiff, against Katherine M. Galvin, Jamaica Estates, City Real Estate Co. and the Title Guarantee & Trust Co., defendants. Ernest Scholvids of Philadelphia, bought in the interest of bondholders in a large tract for \$81,807 and the attorney for the plaintiff bid in the remainder of the property for \$132,045. There was originally a mortgage for \$1,100,000, but of this \$850,000 was paid (land sales having taken place from time to time) leaving \$250,000 on which there was unpaid interest of \$31,000.

Lake Superior Corporation.—Report.—

See "Annual Reports" on a preceding page.

Proposed Reorganization of Subsidiary Companies.—

See foreclosed report and also Algona Central & Hudson Bay Ry. under "Railroads" above.—V. 100, p. 1514.



**Laurentide Company, Ltd.—Earnings.—**

June 30	Total	Bond	Better	Deprac.	Reserve	Divid.	Balance
1914-15	\$1,034,606	\$108,618	\$1,300	\$20,000	\$768,000	\$19,191	\$119,191
1913-14	944,950	130,818	77,367	20,000	576,000	134,774	119,191

Total profits in 1914-15 include mill profits from ground wood, sulphite pulp, paper, &c., \$943,272, and profits from lumber, &c., \$91,333.  
The total accumulated surplus June 30 1915, after crediting \$192,000 interest charged to power development during construction, was \$701,624.—V. 100, p. 1852.

**Maryland Coal Co. (of West Va.)—Div. Prospects.—**  
It is commonly expected that at the next meeting of the board, which was adjourned from Sept. 15, a second dividend of 1% will be declared on the \$2,000,000 stock. An initial payment of 1% was made on Feb. 1 last. Compare V. 100, p. 313.—V. 100, p. 402.

**Massillon (Ohio) Electric & Gas Co.—Prof. Stock.—**  
Roland T. Meacham, Cleveland, is offering at 92 and div., yielding over 6½%, the initial \$125,000 of the new issue of 6% cum. pref. stock. Dividends Q.-F., cumulative after date of issue, Aug. 1 1915.

**Digest of Letter from Henry L. Doherty, Aug. 1 1915.**  
**Organization.**—Organized in 1903 in Ohio, succeeding the Massillon L. L. H. & Power Co., and supplies electric light and power without competition in the city of Massillon and the towns and villages of Canal Fulton, Navarre, Orrville and Dalton, O.; also sells power wholesale for distribution at Brewster, O. Total population served estimated as over 24,000.

Capitalization—	Authorized.	Outstanding.
First mortgage 5% bonds due 1948.....	\$500,000	\$480,000
6% cumulative pref. stock (present issue).....	250,000	125,000
Common stock.....	500,000	500,000

The purpose of this issue is to retire floating debt incurred in building extensive additions to plant and equipment, to supply power to several large manufacturing plants. The pref. stock is limited to \$250,000 and the remaining \$125,000 can only be sold with approval of P. U. Commission.

Earnings for Years ending June 30	1912-13.	1913-14.	1914-15.
Gross earnings.....	\$77,291	\$100,048	\$119,893
Net earnings (after taxes).....	\$24,030	\$31,028	\$50,022
Bond interest.....			24,000

Balance, equal to 3 times the \$7,500 dividend on pref. stock..... \$26,022  
[For year ending July 31 1915, gross, \$125,750; net, after taxes, \$55,406.]

**Property Owned.**—Modern generating station of 6,000 h. p., centrally located; high-tension transmission lines of 25 miles and an extensive system of distribution lines adequate to serve the territory. The physical plant and equipment, with no allowance for franchises or other intangibles, provide an equity for the pref. stock substantially in excess of the amount to be issued.

**Electric Franchises.**—All unlimited in time except at Canal Fulton, and negotiations are now under way for the renewal of that franchise. (The population of this village in 1910 was 978.)

**Earnings, &c., for Cal. Years. Showing Rapid Growth of Electric Requirements**

	1909.	1910.	1911.	1912.	1913.	1914.
Gross earnings.....	\$49,000	\$58,673	\$95,379	\$69,368	\$89,723	\$107,895
Customers.....	697	928	977	1,093	1,615	1,830
Output, k.w.h. 1.....	405,968	1,715,485	1,864,333	1,895,374	2,913,852	3,738,830

[Controlled by Cities Service Co. See 'El. Ry. Section.' Compare V. 101, p. 216.]

**Maverick Mills, Boston.—Preferred Dividends.—**  
A dividend of \$3 a share has been declared on the original (1910) issue of preferred stock, thus placing the 1910 issue and the \$200,000 issued July 1 1911 on the same basis so far as deferred dividends are concerned. A dividend of 1½% has also been declared on the entire \$950,000 pref. stock. All dividends payable Oct. 1 to stockholders of record Sept. 21. Compare V. 100, p. 2014.

**Mexican Petroleum Co., Ltd., of Delaware.—Proposed Voting Trust.**—Notice is given, by adv. on another page, that holders of a majority of the outstanding capital stock, pref. and com., are of the opinion that it is for the best interest of all of the stockholders that the continuity of the present management be ensured in order to carry on without risk of interruption the development of its properties and business along the lines now being followed. It is therefore proposed to create a voting trust for a period of 7 years. All assenting stockholders are invited to deposit their stock in negotiable form with the Guaranty Trust Co. of New York on or before Oct. 15 in exchange for temporary transferable receipts, which N. Y. Stock Exchange will be asked to list. If the deposits are inadequate the stock will be returned without charge.

The plan is submitted by the following, who have consented to act as the voting trustees: E. L. Doherty, President; J. M. Danziger, director, and Herbert G. Wylie, V.-Pres. and Gen. Mgr. of the company.  
"In view of the arrangements recently effected in England, which were outlined in the annual report, involving a great expansion of the company's business, it is believed to be particularly desirable at this time that a continuous policy of management be secured, not only because the measures already adopted by the present management are expected to work great benefit to the company and its stockholders, but because the management would feel better justified in inviting the co-operation of the English interests requiring large expenditures on their part, if the control of the company is secured for the period during which the present policies are being developed." Compare annual report in V. 101, p. 446.

**Midvale Steel Co.—Sale.**—It is reported that the Midvale Steel Co is to be purchased by a syndicate and that its productive capacity will be turned over to the service of England, France and Italy. Wm. A. Read & Co., say:

Nothing has been settled yet, but I expect to have definite news within a few days. No money has changed hands between prospective buyer and seller, and no papers have been signed. I can say no more now. The rumored purchase price was said to be about \$19,000,000.—V. 100, p. 553, 313.

**Mount Vernon-Woodberry Mills, Inc.—Notes.—**  
Colston, Boyce & Co., Baltimore, are offering at 97½ and int., yielding over 7%, \$200,000, the unsold portion of \$2,500,000, 3-year 6% debenture gold notes, dated Feb. 2 1915, and due Feb. 1 1918, but redeemable at 102½ and int. at any interest date on 60 days' notice. Trustee, Mercantile Tr. & Deposit Co. of Baltimore. Company will pay normal Federal Income Tax, so far as may be lawful. The bankers say: "The operating income for the current year, if maintained at the present rate, should be in excess of \$600,000, or more than four times the interest on these notes. No mortgage debt can be placed on the properties while the notes are outstanding. The following voting trustees, all of Baltimore, are in active personal control: Waldo Newcomer, Pres. Nat. Exch. Bank; J. J. Nelligan, V.-Pres. Safe Dep. & Tr. Co.; Geo. Cator, Pres. Mt. Vernon-Woodberry Mills, Inc.; A. H. S. Post, Pres. Mercantile Tr. & Deposit Co.; Edwin G. Baetjer. See also V. 100, p. 816, 1222.—V. 101, p. 697, 373.

**Mt. Whitney Power & Electric Co. of Cal.—Bond Earnings, &c.**—The company's fiscal agents (Blyth, Witter & Co., San Francisco) are placing at par and int. \$440,000 1st M. 6% sinking fund gold bonds of 1909, due Oct. 1 1939.

Callable as a whole on any interest date to April 1 1930 at 110 and int., said redemption price decreasing thereafter by 1% annually to maturity. Denom. \$1,000 (c\*). Interest A. & O. in N. Y. Tax-exempt; Federal Income Tax not deducted. Authorized, \$5,000,000; outstanding, \$3,110,000. Canceled by sinking fund, \$52,000. Bankers Trust Co., trustee. Entire cap. stock owned by Mt. Whitney Pow. & Elec. Corp. See below. Data from Treas. & Comp. Patrick M. Longan, Visalia, Cal., Aug. 16

**Bonds Now Offered.**—These bonds were issued to provide a part of the

money paid to acquire the property of our only competitor, the Tulare County Power Co.; this acquisition should immediately increase our annual gross earnings by 25%. A first lien on our entire system. Unissued bonds may be issued to reimburse company for 80% of the cost of permanent extensions or additions upon engineer's certificate, but only when annual net earnings are double the interest charge, including bonds applied for. Sinking fund, 1% of outstanding bonds began Oct. 1 1914. Improvement fund, also 1%, will begin Oct. 1 1919.

**Properties.**—J. G. White & Co., now engaged in bringing up to date their appraisal of our physical properties, including the system of Tulare County Power Co. (since Aug. 1 consolidated with our own), report in substance: "We regret that our work is not advanced sufficiently for a more definite statement, but we feel safe in advising you that the total value of the property of these companies, based upon our estimated cost to reproduce, is not less than \$4,500,000, with no allowance for water rights, good-will, going concern, development, cost or other intangible assets."

Operates (a) four high head hydro-electric generating stations, combined installed capacity of 12,530 h. p., (b) steam plants in Visalia and Tulare, 11,060 h. p. Total output, 16,955,210 k.w. hours in 1910; 45,687,700 k.w. hours in 1914; increase 169%, or an average of 27% yearly. Total connected load Dec. 31 1909 was 6,208 h. p.; Dec. 31 1914, 14,709 h. p., a gain of 236%. The hydro-electric power is brought at 33,000 volts over 223.5 miles of transmission lines and distributed over territory by 1,500 miles of low potential lines. About 68.2% of the gross income is from power for irrigation pumps and 31.8% from the normal general business of an estimated population of 60,000. Average demand, 56.4% of maximum demand

**Earnings for June 30 Years (Net Averaging 3½ Times Bond Interest).**

	1910-11.	1911-12.	1912-13.	1913-14.	1914-15.
Gross income.....	\$371,629	\$428,689	\$525,291	\$633,710	\$656,131
Net earnings.....	206,227	222,711	282,253	284,531	388,238
Bond interest.....	65,046	78,021	102,333	127,574	152,673

**Surplus.....\$141,181 \$144,690 \$159,920 \$156,957 \$235,565**  
Balance Sheet June 30 1915 and Dec. 31 1913 (Supplied by Id.)

June 30 1915, Dec. 31 13.		June 30 15, Dec. 31 '13.			
Assets—		Liabilities—			
Plant & equip't.....	\$5,715,818	5,150,818	Capital stock.....	2,625,000	2,625,000
Cash, notes and acct. receiv.....	223,451	707,616	1st M. bonds.....	2,623,000	2,165,000
Merch. disc.....	54,273		Bills & accts. pay.....	21,815	470,560
Bd. disc. & def. chg.....	245,152	188,880	Bond int. accr'd.....	39,345	32,475
Miscellaneous.....	13,134		Deprec. reserve.....	499,537	527,070
			Surplus.....	492,131	227,218
Total.....	6,261,828	6,047,323	Total.....	6,261,828	6,047,323

**Franchises.**—Tulare County franchises new to 1961; for portion of Kern County served runs to 1960. Our counsel holds that the municipal franchises are not limited as to time under Art. II, California Constitution, except in Exeter (to 1962), and that water rights for the hydro-electric plants are vested rights.—V. 101, p. 618.

**Mt. Whitney Power & Electric Corporation (of N. Y.)—New Holding Company—First Pref. Stock Offered.**—Blyth, Witter & Co., San Francisco, fiscal agents for this new company, are offering at 95 and div. its first pref. 7% cumulative stock. A circular says in substance:

The shares offered are fully paid and non-assessable, par \$100 each; redeemable in part of whole at \$105. Dividends payable Q.-F. Transfer offices, 704 Merchants' Exchange, San Fran., and 120 Broadway, N. Y. Registrar, Mercantile Trust Co., San Fran. In opinion of counsel, exempt from both personal property and normal Federal income taxes and free from liability under California Corporation Laws.

The corporation [organized in N. Y. State Oct. 3 1914, V. 99, p. 1371] owns every share of stock of Mt. Whitney Power & Electric Co., and derives its income from the profits of the operating company. [See that co. above.]

**Capital (No bonded or floating debt).**

	Authorized.	Issued.
First pref. 7% cumulative stock.....	\$1,000,000	\$500,000
Second pref. 7% cumulative stock.....	550,000	550,000
Common stock without par value..... (shares) 32,500		21,750

The proceeds of this 1st pref. stock was used to pay the floating debt of the Mt. Whitney Power & Electric Co., incurred for improvements. The company's business during five years has increased 75%, and the recent acquisition of Tulare County Power Co., it is estimated, will increase gross earnings 25% in addition to normal growth, all competition being eliminated thereby. Territory served about 900 sq. miles; estimated pop'n over 60,000. Of the territory served, Tulare County, lying in the Southern portion of the San Joaquin Valley, forms the largest part. From a sparsely settled area of large farms it has developed into an important fruit-growing section. An abundant water supply with cheap power for pumping has resulted in a wide diversity of agricultural products, and a remarkable growth in population and wealth; but as yet an estimated 600,000 acres of irrigable land only about 60,000 acres are intensively cultivated. In 1890 the first orange grove was planted. Nine years later the Mt. Whitney Co. commenced delivering power.

**Tulare County Comparative Statistics.**

	1900.	1905.	1910.	1915.
Population.....	18,375		35,440	60,000 (est.)
Assessed valuation.....	\$15,361,280	\$16,658,519	\$37,445,140	\$52,681,367
Bank deposits.....		\$1,770,330	\$4,702,300	\$6,586,800
No. pow. & lt. consumers.....	498	1,718	3,367	6,639

**Charter Provisions Protecting the First Pref. Stock.**—(a) A first charge on net assets and earnings, (b) non-assessable, (c) no stockholders liability, (d) dividends cumulative, (e) special cash surplus must be maintained sufficient to pay a 1¼% dividend on first pref., (f) additional first pref. can be issued only for cash when annual net earnings applicable to the first pref. are equal to 14% on the first pref., as proposed to be increased, (g) has sole voting power in case of default for 12 months on a quarterly dividend, (h) no lien can be placed on the property without consent of two-thirds outstanding first pref. Compare V. 99, p. 1371.

**Naumkeag Steam Cotton Co.—Stock.**—The stockholders on Sept. 15 authorized the increase in capital stock from \$1,500,000 to \$2,250,000.—V. 101, p. 776

**New Jersey Steel Co., Rahway, N.J.—Majority Deposited.**  
A considerable majority of the \$250,000 1st M. 20-year 6s of 1905 (with coupons of May 1913 attached) has, it is announced, been deposited with the Empire Trust Co., 120 Broadway, N. Y., depository, under agreement dated June 7 1915. Further deposits solicited. Committee for these bonds: Thomas W. Synnott, William S. Grant Jr., W. Constantin Pope, and John H. Cromie Jr. (Mr. Cromie is Secretary of the estate of Charles H. Graham, the largest individual bondholder of the company) all of Philadelphia, and J. C. Righter, Salem, N. J. Office of committee, 701 Drexel Bldg., Phila. Whenever a plan is adopted dissatisfied depositors will be allowed three weeks in which to withdraw. Compare V. 81, p. 1614, V. 100, p. 1442; V. 101, p. 618.

**Nipe Bay Co., Boston.—Dividend.**—A dividend of 1¼% (probably a quarterly distribution) has been declared on the \$4,592,500 common stock, as re-capitalized per plan, V. 100, p. 905, payable Oct. 15 to holders of record Sept. 22. On July 31 an initial payment of 8% was made on stock as at present existing.—V. 100, p. 611, 532.

**Pacific Mail Steamship Co.—Decision.**—Judge Hough in the United States District Court on Sept. 15 dismissed the suit brought by the company against the Panama RR. (which is owned by the Government) for \$800,000 damages sustained in the sinking of the steamship Newport in Aug. 1912, owing to the collapse of the railroad pier at Balboa in the Canal Zone. The Court holds that the accident was due to a natural landslide characteristic of the canal country and was not due to defects in the pier, for which the railroad company could be held responsible.—V. 101, p. 618.

**Public Service Co. of Oklahoma.—Bonds, &c.**—Fox, Hoyt & Co., Milwaukee, recently offered for sale \$100,000 1st M. 5% gold bonds of the Tulsa Corporation underlying bonds of this company. A circular shows:

Dated 1912 and due May 1 1932, but callable at 102½ and int. as a whole and at 105 and int. for annual sinking fund, equal to 1% of outstanding bonds 1914 to 1917, 1½% 1918 to 1921, 2% 1922 to 1931. Denom. \$1,000, \$500 and \$100 c\*. Company pays normal Federal income tax. Bankers Trust Co., New York, trustee. Authorized, \$450,000; retired

by sinking fund, \$8,000; outstanding, \$442,000. A direct 1st M. upon all the property supplying electric light and power for public and private uses in Tulsa, Okla., and suburbs; population estimated at 40,000. An artificial ice plant is covered by this mortgage. Also furnishes power to the local street railway. Steam elec. gen. station, nearly new, about 4,000 k. w. cap. Population of Tulsa in 1910, 27,634; at present, with suburbs, estimated at 40,000; an extremely attractive and substantial city. Bank deposits, \$13,373,049 June 23 1915. Wealth from oil, agriculture and jobbing.  
**Tulsa Corp. Earnings, 1914.** 1913. Annual interest 1914. 1913.  
 Gross earnings \$268,168 \$220,083 Charges \$22,100 \$22,500  
 Net, after taxes 111,286 \$3,552 Balance 89,186 61,052

**Management.**—Early in 1913 the property of the Tulsa Corp. was consolidated with a number of other utilities in the State and became a constituent part of the Public Service Co. of Oklahoma, a subsidiary of the Middle West Utilities Co., of which Samuel Insull is President (V. 100, p. 2006). These bonds, which are secured by an absolute first mortgage on the Tulsa property, are also prior lien to \$1,423,000 Public Service Co. of Oklahoma 1st & Ref. 5% bonds (of 1913), due June 1 1933, covering this and a considerable number of other properties in the State.

Interest on Public Service Co. 5s is payable J. & D. at Central Trust Co. of Ill., Chicago, trustee. Callable at 105 and int. Sinking fund 2% of bonds out begins Jan. 1 1920. Denom. \$1,000. Total auth., \$7,500,000 of which, it is understood, \$442,000 are reserved to retire the Tulsa Corp. 6s and \$129,000 to take up Guthrie Lt. & P. 5s of 1905, due Jan. 10 1925).  
 The Public Service Co. of Oklahoma took over the properties of the Tulsa Corp., Venita El. Lt., Ice & P. Co., Guthrie Lt. & P. Co., Oklahoma El. & Refrig. Co., Colgate, Okla., Atoka Ice & Power Co. and municipal electric plant at Lehigh, Okla. Capital stock auth.: \$2,000,000 common stock and \$800,000 6% cum. pref.; outstanding Dec. 31 1914 reported as \$2,000,500 common and \$800,000 pref. As to bonds, see above. The income for the year 1914, it is reported, showed: Gross earnings, \$457,855; net, after taxes, \$163,527. Deductions: Bond int., \$86,249; other int., \$c., \$10,144; prof. dividend, \$36,000; dividend on common stock (3 1/4 of 1%), \$15,003. Bal., surplus for year, \$16,155.—V. 96, p. 1773.

**Royal Baking Powder Co.—Competition.**—  
 See General Chemical Co. above.—V. 90, p. 774.

**Sayre (Pa.) Electric Co.—Bonds.**—Barclay, Moore & Co., Phila., are offering at 90 and int., to yield over 5 1/2 %, 1st gold 5s of 1907, due April 1 1947. The bankers report:

Callable at 105 and int. on any int. date. Denom. \$1,000 and \$500 (c.). Trustee, Peoples Bank Wilkes-Barre, Int. A. & O. at Girard Trust Co., Phila. Tax-exempt in Penna. and free of normal Federal income tax. Total auth. issue, \$750,000, viz.: Outstanding, \$274,000; reserved to retire Waverly El. Lt. & P. Co. 1st (closed) 5s, due June 1 1920, \$10,000; reserved for additions and improvements at 80% of cost when net earnings are double interest charges, including bonds to be issued, \$436,000. Sinking fund (now containing \$11,000 bonds) 1912 to 1916, \$2,500 yearly; 1917 to 1921, \$5,000; 1922 to 1947, 1% of bonds, but not less than \$5,000 yearly.

**Earnings.**—1907. 1909. 1911. 1912. 1913. 1914.  
 Gross income.....\$40,336 \$58,912 \$69,309 \$75,392 \$79,466 \$84,056  
 Net (after taxes), as against int. chgr. of \$13,700 on \$274,000 bds.—\$34,549  
 Incorporated in Penna. and does the entire electric-lighting and power business in Sayre, Athens and South Waverly, Pa., and as owner of entire stock of Waverly El. Lt. & Power Co. in Waverly, N. Y. Population about 18,000. Franchises, with one unimportant exception, are perpetual or extend beyond the life of the bonds. All the stock (\$100,000 pref. and \$150,000 common) is owned by General Gas & Electric Co., managed by W. S. Barstow & Co., N. Y. (See p. 83, "El. Ry. Sec.")—V. 97, p. 1290.

**Seattle Construction & Dry Dock Co.—Steamships.**—

Pres. J. V. Paterson announced on Sept. 13 that the company had contracted to build two 5,000-ton freight steamships for the Ward Line. They will be constructed on the Pacific Coast and delivered in the East by way of the Panama Canal.—V. 94, p. 420.

**Sloss-Sheffield Steel & Iron Co.—Scrip Dividend.**—A quarterly dividend of 1 3/4 % has been declared on the \$6,700,000 7% non-cum. pref. stock, payable in one-year 6% scrip on Oct. 1 to holders of record 12 o'clock noon Sept. 18.

The scrip will be payable in cash with int., on Oct. 1 1916. The Jan. 1915 dividend was paid in one-year 6% scrip. No declaration has been made since. Compare V. 99, p. 1837; V. 100, p. 906, 985.

**Standard Gas & Electric Co.—Plan Successful.**—

Vice-Pres. and Treas. J. J. O'Brien states that the success of the re-financing plan by the sale of \$3,750,000 6% 20-year debentures to stockholders of the company is already assured. In case the re-financing plan is successfully carried out cash dividends on the 8% pref. stock of Standard Gas & Electric will be resumed at the rate of 1% quarterly beginning with the new year. Compare V. 101, p. 843, 851.

**Swift & Co. (Packers), Chicago.—Texas Suit.**—

Attorney-General Looney of Texas on Sept. 14 filed suit in the State District Court charging conspiracy and willful abuse of corporate privileges. Fines aggregating nearly \$15,000,000 are demanded and the cancellation of all charters and permits allowing the packers to operate within the State. The defendants named are: Swift & Co. of Illinois, Swift & Co. of Delaware, Armour & Co. of Illinois, Armour & Co. of Texas, Armour Fertilizer Works of West Virginia, Morris & Co. of Illinois, and Morris & Co. of Maine. The Swift companies, it is alleged, are all under the same "complete and absolute domination," as are each of the two other groups; and all these groups combined in operating cottonseed oil mills and cotton gins in Texas in violation of the laws of the State.

The complaint charges that the late Edward Tilden held the properties in name only, that they were the actual property of the packing interests, and the heirs and representatives of the Tilden Estate are summoned to appear in court.

**Meat Cargoes Forfeited by British Prize Court.**—

The British Prize Court ordered to be forfeited consignments of American beef products for Copenhagen, Denmark, by American beef packers on the ground that they were intended for German consumption. The shipments are said to aggregate \$15,000,000 in value. The packers will apply to the U. S. Government for redress.—V. 101, p. 777.

**Temple Coal Co.—Bonds Called.**—

Seventy-one (\$71,000) 1st & Coll. Mtge. Sinking Fund bonds have been drawn for redemption on Oct. 1 at 101 and int. at Penn. Co. for Insurance on Lives & Granting Annuities, Philadelphia, trustee.—V. 99, p. 905.

**Union Electric Light & Power Co., Unionville, Conn.**

The directors voted on July 20 that the capital stock be increased from \$225,000 to \$250,000 by the issue of 500 shares of unissued stock of the par value of \$50 a share, and that said additional shares be offered to stockholders of record July 20 1915 pro rata (one share to a share) for cash at par. The proceeds to be used for corporate purposes, including payment of all present note indebtedness. It was also voted that the capital stock be further increased from \$250,000 to \$300,000 by the issue of 1,000 shares of the company's unissued authorized capital stock of the par value of \$50 a share, and that said 1,000 shares be issued as and when the directors shall from time to time determine, the right to subscribe therefor to be first offered to stockholders of record. Subscriptions for the \$25,000 stock now to be issued were to be filed with Roy T. H. Barnes & Co., 77 Pearl St., Hartford, Conn., on or before Aug. 10 1915, and payment in full made there by Aug. 16 1915. Total auth. stock, \$500,000, all of one class. Dividend rate is now 10% per ann., J. & J. 22. There are also outstanding \$100,000 1st (closed) M. gold 5s, dated Jan. 1 1914 and due Jan. 1 1944, but subject to call on any date at 110. Interest J. & J. at State Bank & Trust Co., Hartford, Conn., trustee. Sinking fund, \$1,000 yearly, begins 1919. Company incorporated in Conn. May 10 1901; serves Unionville, Farmington, Canton, Burlington, Avon and Collinsville, Conn.

**United Drug Co. (Rexall), Boston.—Stock.**—

An officer on Sept. 10 wrote: "No definite plan with reference to offering pref. stock upon the general market has been decided upon as yet. We are a co-operative concern, and our stock is sold almost altogether to the druggists who represent us in the sale of our goods throughout the country. We are selling some few shares of stock from day to day whenever new agencies for our goods are created, but no general offering of pref. stock

has been put out recently. Some time back our directors voted authority to sell \$1,000,000 of pref. stock in case of necessity, but the vote was simply a precautionary measure. Stock issued and outstanding Sept. 1 1915, common, \$4,950,400, par \$100; pref., \$2,861,650, par. \$50.  
 Boston office, Greenleaf, Leon and Bryant streets. Branches: Chicago, St. Louis, San Francisco, Toronto, Liverpool and Paris (2). Compare V. 101, p. 851.

**United States Express Co.—Distribution.**—

It is reported that a partial distribution will soon be made in the form of a liquidating dividend of about \$25 a share, being the first of 3 or 4 payments. Unofficial estimates of the liquidation value of the stock range from \$9 to \$3.—V. 100, p. 1503, 1516.

**United States Public Service Co.—Consolidated Earnings.**—

John Nickerson Jr. reports:

Year	Gross Earnings	Net (after Taxes)	Underlying Int. on 6% Intest. &c.	Notes	Balance
1914-15	\$833,085	\$365,161	\$79,758	\$2,000	\$213,376
1913-14	791,616	287,761	62,135	72,000	153,626

**United States Rubber Co.—Semi-Annual Reports.**—

The directors on Thursday in reply to the letter of John Muir & Co. of this city, dated Aug. 24 last, requesting that quarterly statements be issued, wrote:

"In view of the proximity of the close of the fiscal year and considering that quarterly reports would seem to involve at present a substantial and needless expense and interference with the routine of the company's regular business, the following vote was passed by the board:  
 "That, following the next annual report, which will be made as of Dec. 31 1915, the officers be instructed to take such steps as may be found necessary to furnish the stockholders semi-annual reports."—V. 100, p. 2015, 985.

**Westfield (Mass.) Manufacturing Co. (Bicycles and Motorcycles).**—

Sale of 6% Serial Debenture Bonds.—Millett, Roe & Hagen, New York and Boston, recently offered at prices yielding from 6.20 to 6.50%, according to the maturity, a (closed) issue of \$400,000 Debenture 6% Serial Gold Bonds. The bonds have all been sold, but as a matter of record an advertisement of the issue is given on a previous page. The company manufactures both bicycles and motorcycles, being the largest manufacturer of high-grade bicycles in the world.

Bonds dated Aug. 25 1915 and due \$20,000 Dec. 1 1917; \$20,000 Dec. 1 1918; \$25,000 Dec. 1 yearly (1919 to 1924, incl.), and \$30,000 Dec. 1 in each year from 1925 to 1931 incl. Int. J. & D. Company will pay all taxes, including Federal Income tax, so far as it may lawfully do so. Denom. \$1,000 (c.). Subject to call all or part at 101 and int. on any interest date on 30 days' notice. Under provision respecting the application of net earnings in excess of 5% on the common stock, the latest outstanding maturities must be redeemed at 101 and int. unless the bonds are available at a lower price. Trustee, Equitable Trust Co. of New York.

**Digest of Letter from Pres. Wilbur C. Walker, Westfield, Sept. 10.**

**Generality.**—Organized under Mass. laws in Aug. 1915 and has acquired and is now conducting the bicycle and motorcycle business located at Westfield, Mass., which was formerly a part of the Pope Mfg. Co., and which, notwithstanding the financial difficulties of that company, has been operating on a successful and profitable basis. To meet the increased demand, the plant has been considerably enlarged and improved. Total area of the properties about 712,000 sq. ft., 486,000 sq. ft. being occupied by the plant, balance available for expansion. A railroad siding extends directly to the manufacturing buildings, which are one, two and three-story brick construction, well arranged. Property appraised at about \$1,700,000 and the proceeds of these bonds were used in part payment therefor.

**Business.**—The company is the largest manufacturer of high-grade bicycles in the world. It has over 3,200 resident appointed dealers in all parts of the globe and an excellent selling organization. Out of approximately 300,000 bicycles estimated to have been sold in the United States last year, about one-sixth were manufactured in the Westfield plant. Among the trade names owned are "Columbia," "Pope," "Rambler," "Crescent," "Cleveland," "Spalding," "Stearns" and others, all valuable assets.

**Trust Agreement.**—The company must maintain net quick assets equal to 125% of the par value of the outstanding bonds and shall permit no mortgage or lien upon any of its manufacturing plants without the consent of the holders of two-thirds of the outstanding bonds. In case in any fiscal year of dividends aggregating 5% or more on the common stock, then 25% of the net earnings in such year in excess of said 5% must be applied to the redemption of the last outstanding maturities of these bonds at 101 and int., if not purchasable for less. The serial feature also will improve the position of the outstanding bonds.

**Capitalization.**—\$400,000 debenture 6% serial gold bonds; \$400,000 7% cum. convertible pref. stock; \$800,000 common stock.

**Net Earnings Westfield Plant—Years ending July 31 (1914-15 partly est.)**

As Reported by Treasurer of Pope Mfg. Co.	Receivers' Data.					
1909-10	1910-11	1911-12	1912-13	Ar. 4 yrs.	1913-14	1914-15
\$127,908	\$156,982	\$124,078	\$135,778	\$136,412	\$384,645	\$84,000

x From Nov. 12 1912 to July 31 1914.

Audited Balance Sheet Aug. 28 1915 (Total each side, \$1,720,448)	
Plant investment	\$777,288
Cash	269,928
Notes and accts. receivable	246,121
Inventory (book value and deferred charges)	389,410
Suspense accounts	28,713
Organization cost—Not determined	
Preferred stock	\$400,000
Common stock	\$400,000
6% serial debentures	400,000
Accounts payable	8,932
Accrued interest, &c.	11,067
Deposits on orders	11,036
Reserve for bad debts, &c.	52,470
Surplus	45,942

\* Plant investment includes: Land, \$17,500; buildings, \$250,000; machinery and equipment, \$350,081; portable tools, durable, \$120,018, and non-durable, \$35,000; motor trucks, \$4,600.  
 The cash and accounts receivable aggregate over \$500,000, against payables of about \$10,000.

**Directors.**—Charles H. Tenney, Pres., Springfield Gas Lt. Co., and Joseph Shattuck, Pres. Third Nat. Bank, Springfield, Mass.; Wilbur C. Walker, President; Otto J. Thomen, of Redmond & Co., N. Y.; Stephen C. Millett, of Millett, Roe & Hagen, N. Y.

The management is in the hands of men who have made a success of this business. The outlook is bright for steadily increasing profits.—V. 101, p. 698.

**Westinghouse Electric & Manufacturing Co.—Un-**

**assessing Bonds Called.**—The small amount of convertible 5% bonds of 1906 which failed to come in under the plan of May 12 1915, providing for an issue of new bonds has been called for redemption at 105 and int. on Jan. 1 1916 at the Guaranty Trust Co., 140 B'way, N. Y. City.

Holders who desire to anticipate said date of redemption may on surrender of their bonds for cancellation at said office on and after Sept. 16 1915 receive in cash, 105 and int. on interest, from July 1 1915 to date of surrender. Compare V. 100, p. 1678; V. 101, p. 781, 619.

**Div.**—It is generally expected that as a result of the increase in earnings, the directors will at their meeting on Wednesday next increase the annual dividend rate on the common stock from 4% (1% quar.), which has been in effect since 1911, to possibly 6%.

A director is quoted: "Our earnings are running very large and we have always been disposed to have stockholders share in the profits." It is stated that earnings last month from the electrical and the shell business were at a yearly rate of 20% on the common stock.—V. 101, p. 781, 619.

For other investment news see page 947.

Reports and Documents.

READING COMPANY

EIGHTEENTH ANNUAL REPORT—FOR THE FISCAL YEAR ENDED JUNE 30 1915.

Reading Company, General Office,  
Philadelphia, October 11 1915.

To the Stockholders of Reading Company:

The Directors submit herewith their report for the fiscal year ended June 30 1915.

READING COMPANY.

Income for year ended June 30 1915, and comparison with similar period of previous year:

	1914-15.	1913-14.
Receipts	\$14,587,080 13	\$16,919,118 34
Expenses	104,296 74	102,149 36
Interest, taxes, &c.	\$14,482,783 39	\$16,816,968 98
	5,421,826 86	5,494,906 88
Surplus for year	\$0,060,958 53	\$11,322,062 10

The accumulated surplus of Reading Company on June 30 1915 was as follows:

Surplus to June 30 1914	\$27,259,203 63
Less:	
Dividends paid during fiscal year ended June 30 1915, as follows:	
First Preferred Stock, 4%	\$1,120,000 00
Second Preferred Stock, 4%	1,680,000 00
Common Stock, 8%	5,600,000 00
General Mortgage Sinking Fund	447,175 81
Miscellaneous Adjustments	70,058 28
	\$8,917,234 09
Surplus for year ended June 30 1915	\$18,341,969 60
	9,060,958 53
Total surplus June 30 1915	\$27,402,928 13

In connection with the surplus of Reading Company, the Board of Directors has taken the following action:

On the First Preferred Stock, a quarterly dividend of one per cent was declared, payable September 9 1915, and the sum of \$840,000 was set apart to make provision for further quarterly dividends upon that stock as follows: One per cent, payable December 9 1915; one per cent, payable March 9 1916; one per cent, payable June 8 1916.

As to the Second Preferred Stock, a quarterly dividend of one per cent was declared, payable July 8 1915, and the sum of \$1,260,000 was set apart to make provision for the following additional quarterly dividends upon that stock: One per cent, payable October 14 1915; one per cent, payable January 13 1916; one per cent, payable April 13 1916.

On the Common Stock, a quarterly dividend of two per cent was declared, payable August 12 1915.

DIVIDENDS.

The following dividends were paid upon the First Preferred, Second Preferred and Common Stock of Reading Company during the fiscal year ended June 30 1915, from the earnings of the previous fiscal year ended June 30 1914:

FIRST PREFERRED STOCK.

Date of Declaration.	Rate per cent of Dividend.	Date of Payment to Stockholders.
June 17 1914	1	September 10 1914.
October 21 1914	1	December 10 1914.
January 20 1915	1	March 11 1915.
April 21 1915	1	June 10 1915.

SECOND PREFERRED STOCK.

June 17 1914	1	July 9 1914.
September 16 1914	1	October 8 1914.
November 18 1914	1	January 14 1915.
February 17 1915	1	April 8 1915.

COMMON STOCK.

June 17 1914	2	August 13 1914.
September 16 1914	2	November 12 1914.
December 16 1914	2	February 11 1915.
March 17 1915	2	May 13 1915.

Prior to the payment, on January 14 1915, of the dividend of one per cent upon the Second Preferred Stock, Reading Company paid to the Trustee of the General Mortgage \$447,175 81, being the amount required for the Sinking Fund, which represented five cents per ton on all anthracite coal mined during the calendar year of 1914, from lands owned and controlled by the Philadelphia & Reading Coal & Iron Company and pledged under the General Mortgage. This sum of \$447,175 81 was also paid out of surplus earnings and was applied by the Trustee to the purchase of the \$480,000 General Mortgage bonds hereinafter referred to.

The funded indebtedness of Reading Company was reduced \$1,187,500 during the past fiscal year, as follows:

Railroad Equipment Trust Certificates, Series E, canceled	\$530,000 00
Reduction in General Mortgage Bonds outstanding	320,000 00
Delaware River Terminal Extension Loan Bonds canceled	275,000 00
Mortgages and ground rents on real estate paid and satisfied	62,500 00
	\$1,187,500 00

The General Mortgage Bonds in the treasury of Reading Company on June 30 1915 were \$4,820,000, as compared with \$5,140,000 on June 30 1914, a reduction of \$320,000. This reduction is accounted for as follows:

In treasury June 30 1914	\$5,140,000 00
Received as hereinafter shown:	
Account real estate mortgages paid and satisfied	\$130,000 00
Account 10-year Sinking Fund Bonds of 1892-1932, paid and canceled	30,000 00
	160,000 00
Less:	\$5,300,000 00
General Mortgage Bonds sold to Sinking Fund	480,000 00
	\$4,820,000 00

The amount of General Mortgage Bonds outstanding was reduced during the year by \$320,000, leaving the total amount of bonds of that issue outstanding on June 30 1915 \$98,537,000, as shown by the balance sheet of Reading Company.

\$480,000 General Mortgage Bonds were purchased and canceled during the past fiscal year out of the proceeds of the General Mortgage Sinking Fund; while a total of \$7,406,000 General Mortgage Bonds has been purchased for the Sinking Fund and canceled to June 30 1915.

EQUITY PROCEEDINGS BY UNITED STATES GOVERNMENT.

An opinion on final hearing was filed in this case by Judge McPherson, Circuit Judge, on July 3 1915. The Court holds that the principal charges made against the three Reading Companies, that their organization and management have been violative of the Anti-Trust Law, have not been sustained.

The lease of the Lehigh & Susquehanna Railroad by the Lehigh Coal & Navigation Company to the Central Railroad Company of New Jersey is held not to offend against the laws of the United States and the bill is ordered to be dismissed as to those Companies without prejudice to the Government's right to take such action as may appear desirable.

The bill is also ordered to be dismissed so far as the Schuylkill Navigation Company and the Wilmington & Northern Railroad Company are concerned.

The facts connected with the organization of Reading Company and of Philadelphia & Reading Railway Company and the relations and business methods of those Companies and of the Philadelphia & Reading Coal & Iron Company are fully considered. It is gratifying that the decision holds squarely that the plan of reorganization adopted in 1896 was "an honest attempt to cope with a perplexing financial situation so as to save an exceedingly valuable property for many persons whose investments were in serious danger and an attempt to solve difficult legal problems with scrupulous regard for the law." The claim of the Government that the reorganization accomplished in 1896 "was a mere subterfuge and sham" is decisively overruled and it is held that the Commodities Clause of the Hepburn Bill has not been violated by the Reading Companies.

The only charge made by the Government that is sustained in the decision relates to the acquisition by Reading Company of the stock of the Central Railroad Company of New Jersey which owns about nine-tenths of the stock of the Lehigh & Wilkes-Barre Coal Company. While the Court holds that "in the carriage of coal the Reading Railway and the Central Railroad are not competitors," yet, upon the facts that Reading Company—termed Holding Company—owns the capital stock of Philadelphia & Reading Railway Company, the capital stock of the Philadelphia & Reading Coal & Iron Company and a majority of the capital stock of the Central Railroad Company of New Jersey, "which owns nearly all the stock" of the Lehigh & Wilkes-Barre Coal Company, and these railroads "reach the same general field, the same general source of supply, and carry a similar article to many of the same markets," the Court holds that "the union of these interests in the Holding Company is condemned by the rule laid down in the Northern Securities case, 193 W. S. 197, and in W. S. V. Union Pacific RR. Co., 226 U. S. 61."

The Court, however, distinctly states that it is not disposed to disturb the ownership by Reading Company of the stock of the Central Railroad Company of New Jersey "unless the friendly and mutually advantageous alliance of the two railroads in this particular (with respect to traffic other than coal) must be destroyed in order to reach the unlawful combination in another particular that would otherwise escape." The Court further points out that "if the Central Railroad were divorced from the Wilkes-Barre Coal Company, the object of the bill would in this respect be substantially attained." The Court suggests that separation of the Central Railroad Company from the Lehigh & Wilkes-Barre Coal Company be considered by counsel when the decree is prepared.

Owing to the fact that Judge McPherson's decision was not handed down until after counsel interested in the case

had, in many instances, left their offices for their summer vacations, no decree has as yet been prepared. The decree will doubtless be prepared in the not distant future, when consultation between counsel for the Government and the defendants can be had.

READING IRON COMPANY.

The balance sheet of the Reading Iron Company as of June 30 1915 shows assets valued at \$16,896,158 46. The outstanding mortgage obligations, after deducting Sinking Fund securities deposited with the Trustee of the Reading Iron Works Mortgage, amount to \$171,317 14, and the current liabilities amount to \$425,492 65.

Mr. Peter A. B. Widener, a Director of the Company since June 7 1910, presented his resignation on November 18 1914, and was succeeded in the Board on the latter date by Mr. Joseph E. Widener.

Mr. Samuel Dickson, who had been a Director of Reading Company since June 7 1898, departed this life on May 28 1915.

Mr. Charles C. Harrison, who had been elected a Director of the Company on December 17 1913, declined a re-election at the conclusion of his term of office on June 1 1915.

At the annual election of Directors by the stockholders on June 1 1915, Mr. Alfred H. Smith and Mr. William L. Kinter were elected Directors of the Company to fill the existing vacancies.

The loyalty of Reading Company's officers and employees and the efficient services rendered by them during the past year is gratefully acknowledged by the Board.

By order of the Board,

EDWARD T. STOTESBURY,  
President.

INCOME FOR YEAR ENDED JUNE 30 1915 AND COMPARISON WITH SIMILAR PERIOD PREVIOUS YEAR.

	1914-1915.		1913-1914.	
<b>Receipts—</b>				
Interest and Dividend Receipts.....	\$11,441,311 70		\$13,792,158 35	
Rent of Equipment.....	2,833,098 52		2,825,853 20	
Rent of Delaware River Wharves and Other Property.....	312,669 91		301,106 79	
	\$14,587,080 13		\$16,919,118 34	
<b>Expenses—</b>				
Contingent.....	104,296 74	\$14,482,783 39	102,149 36	\$16,816,968 98
		5,421,826 86		
<b>Deductions from Income—</b>				
Interest on Funded Debt.....	\$3,759,930 00		\$3,759,930 00	
Interest on Reading Co. Jersey Central Collateral Bonds.....	920,000 00		920,000 00	
Interest on Wilmington & Northern Stock Trust Certificates.....	51,800 00		51,800 00	
Interest on Real Estate Bonds.....	89,935 14		103,708 44	
Taxes.....	600,161 72		659,468 44	5,494,906 88
Surplus.....		\$9,060,956 53		\$11,322,062 10

BALANCE SHEET, JUNE 30 1915.

	Amount.	Total.		Amount.	Total.
<b>Railroad Equipment:</b>			<b>General Mortgage Loan,</b>		
Locomotive Engines and Cars.....	\$41,256,571 33		1897-1997, total issued.....	\$105,943,000 00	
<b>Floating Equipment:</b>			Less General Mortgage		
Sea Tugs, Barges, &c.....	4,125,466 43	\$45,382,037 76	Bonds purchased and		
<b>Real Estate.....</b>		16,498,928 10	canceled for Sinking		
Leased Equipment.....		5,997,796 19	Fund.....	7,406,000 00	
Mortgages and Ground Rents.....		42,312 32	<b>Mortgages and Ground Rents.....</b>	\$98,537,000 00	
<b>Bonds:</b>			Delaware River Terminal Bonds.....	1,074,330 77	
Philadelphia & Reading Railway Com-			Delaware River Terminal Extension Bonds.....	500,000 00	
pany's Bonds.....	20,000,000 00		Wilmington & Northern RR. Co. Stock		
Bonds of sundry companies.....	25,348,850 72	45,348,850 72	Trust Certificates.....	1,295,000 00	
<b>Stocks:</b>			Reading Company—Jersey Central Col-		
Philadelphia & Reading Railway Com-			lateral Gold Bonds.....	23,000,000 00	
pany's Stock.....	42,481,700 00		Railroad Equipment Trust Certificates,		
The Philadelphia & Reading Coal &			"Series E".....	1,030,000 00	
Iron Company's Stock.....	8,000,000 00		Bonds—Mortgage New Locomotive and		
Stocks of sundry companies.....	53,411,444 89	103,893,144 89	Machine Shops, Reading.....	1,200,000 00	
<b>The Philadelphia &amp; Reading Coal &amp; Iron Co.</b>			<b>First Preferred Stock.....</b>	28,000,000 00	\$127,170,330 77
<b>Sundry Railroads, Etc.....</b>		72,022,371 37	<b>Second Preferred Stock.....</b>	42,000,000 00	
<b>Current Assets:</b>		6,648,522 88	<b>Common Stock.....</b>	70,000,000 00	140,000,000 00
Cash.....	2,568,678 70		<b>Contingent Account (for Unadjusted</b>		
Notes Receivable.....	138,375 00		Matters in Connection with Foreclosure		
Central Trust Co. of New York, Trustee	39,369 91		Sale, etc.).....		1,539,296 58
Accrued Income.....	381,194 54		<b>Current Liabilities:</b>		
Current Business.....	55,860 85		Current Business.....	281,682 49	
Philadelphia & Reading Railway Co.....	1,408,198 84	4,591,677 84	Accrued Interest, Taxes, etc. (Est.).....	3,026,786 67	3,308,469 16
			<b>Sinking Fund General Mortgage Loan..</b>		886 96
			Account New Equipment to be Purchased		3,732 47
			Profit and Loss.....		27,402,926 13
		\$299,425,642 07			\$299,425,642 07

WILLIAM H. WHITE, Comptroller.

PHILADELPHIA AND READING RAILWAY COMPANY

EIGHTEENTH ANNUAL REPORT—FOR THE FISCAL YEAR ENDED JUNE 30 1915.

Philadelphia & Reading Railway Company, General Office, Philadelphia, October 11 1915.

The Board of Directors of the Philadelphia & Reading Railway Company submits herewith its report for the fiscal year ended June 30 1915.

PHILADELPHIA & READING RAILWAY COMPANY.

Income for year ended June 30 1915, and comparison with similar period of previous year:

	1914-15.	1913-14.
Railway Operating Revenues.....	\$46,714,821 53	\$49,293,103 39
Railway Operating Expenses.....	31,125,387 13	33,368,923 69
Net Revenue from Railway Operations.....	15,589,434 40	15,924,179 70
Railway Tax Accruals.....	1,166,688 09	1,267,503 48
Uncollectible Railway Revenues.....	5,898 04	
Total Taxes and Uncollectible Railway Revenues.....	1,172,586 13	1,267,503 48
Railway Operating Income.....	14,416,848 27	14,656,676 22
Other Income.....	510,123 42	1,163,793 44
Total Income.....	14,926,971 69	15,820,469 66

	1914-15.	1913-14.
Deductions from Income.....	8,398,121 58	8,393,848 13
Income Appropriated for Investment in Physical Property.....	6,528,850 11	7,426,621 53
Net Corporate Income.....	1,161,691 32	2,024,783 36
	\$5,367,158 79	\$5,401,838 17

The accumulated surplus of the Philadelphia & Reading Railway Company on June 30 1915 was:

Surplus, June 30 1914.....	\$8,426,178 10
Loss—	
Dividend.....	\$5,310,212 50
Property abandoned.....	21,071 43
Miscellaneous adjustments (Profit and Loss).....	19,209 52
	5,350,493 45
Surplus year ended June 30 1915.....	\$3,075,684 65
	5,367,158 79
Total surplus to June 30 1915.....	\$8,442,843 44

The receipts of the Railway Company from the several classes of business for the last six years (the period in each case being the twelve months ending June 30), were as follows:

	YEAR ENDED JUNE 30.					
	1914-1915.	1913-1914.	1912-1913.	1911-1912.	1910-1911.	1909-1910.
Freight—Coal.....	\$20,985,987 11	\$22,377,882 82	\$22,060,057 32	\$19,123,327 74	\$19,326,004 93	\$18,737,217 84
Freight—Merchandise.....	17,027,463 80	17,352,331 06	18,973,407 20	16,417,899 04	16,054,942 46	16,523,710 60
Passenger.....	6,425,634 14	7,011,548 87	7,101,752 42	6,908,759 59	6,995,801 30	7,059,476 94
Excess Baggage.....	24,743 82	32,296 01	33,800 64	33,199 31	30,441 29	28,786 04
Express.....	543,625 06	675,592 32	739,908 44	662,075 08	668,591 81	589,421 20
Milk.....	316,422 76	339,230 93	346,898 23	313,073 14	294,435 87	262,611 18
Other Passenger Train.....	146,377 16	126,687 15	119,188 44	120,449 41	97,414 63	88,701 16
Switching.....	330,587 78	372,975 36	462,296 93	356,449 82	415,529 92	395,190 95
Special Service Train.....	20,429 53	14,980 53	39,929 52	14,463 27	30,308 36	14,678 49
All Other Transportation.....	26,860 80	14,430 57	5,042 97	4,629 01	13,220 51	46,247 81
Incidental.....	727,713 52	833,499 65	570,325 74	402,230 31	320,473 51	350,736 05
Mail.....	138,976 05	138,647 22	119,109 56	117,064 50	118,277 75	118,136 60
Other Income.....	510,123 42	1,163,793 44	1,240,745 11	1,045,732 79	972,424 65	883,208 45
Total P. & R. Ry.....	\$47,224,944 95	\$50,456,896 83	\$51,803,462 42	\$45,520,553 91	\$45,337,866 99	\$45,098,123 31
Outside Operations, Net Earnings.....			411,431 63	305,160 75	325,793 98	329,960 15
Total.....	\$47,224,944 95	\$50,456,896 83	\$52,214,894 05	\$45,825,714 66	\$45,663,660 97	\$45,428,083 46

For years 1914-1915 and 1913-1914 receipts are shown in accordance with Inter-State Commerce Commission's classification of revenue accounts effective July 1 1914.

The tonnage of Anthracite coal decreased from 11,091,290.16 tons in 1913-1914 to 10,441,944.09 tons in 1914-1915, a loss of 649,346.07 tons, or 5.85 per cent, and the tonnage of Bituminous coal decreased from 16,735,104.17 tons in 1913-1914 to 15,672,001 tons in 1914-1915, a decrease of 1,063,103.17 tons, or 6.35 per cent. The revenue from coal traffic decreased from \$22,377,882 82 in 1913-1914 to \$20,985,987 11 in 1914-1915, a loss of \$1,391,895 71, or 6.22 per cent.

Merchandise traffic decreased from 23,042,126 tons to 21,881,371 tons, a loss of 1,160,755 tons, or 5.04 per cent, and the revenue decreased from \$17,352,331 06 to \$17,027,463 80, a loss of \$324,867 26, or 1.87 per cent.

The number of passengers carried decreased from 26,834,967 to 23,709,536, a loss of 3,125,431, or 11.65 per cent, and the passenger revenue decreased from \$7,011,548 87 to \$6,425,634 14, a loss of \$585,914 73, or 8.36 per cent.

ADDITIONS AND BETTERMENTS.

During the fiscal year ended June 30 1915 the Philadelphia & Reading Railway Company charged to income the sum of \$1,161,691 32, expended for additions and betterments to its property, as compared with \$2,024,783 36 in the previous fiscal year, or a decrease of \$862,092 04.

The expenditures for the fiscal year ended June 30 1915, classified in accordance with the ruling of the Inter-State Commerce Commission effective July 1 1914, were on the following principal accounts:

Engineering.....	\$11,136 81	Wharves and docks.....	948 00
Land for trans. purposes.....	334,890 19	Coal and ore wharves.....	14,905 05
Grading.....	39,812 29	Telegraph and telep. lines.....	7,962 47
Tunnels and subways.....	10,129 53	Signals and interlockers.....	64,022 71
Bridges, trestles and culverts.....	137,051 59	Power plant buildings.....	240 07
Ties.....	29,053 59	Power transmission systems.....	4,582 35
Rails.....	92,931 09	Power distribution systems.....	8,008 59
Other track material.....	41,953 05	Power line poles & fixtures.....	1,302 21
Ballast.....	15,725 07	Miscellaneous structures.....	59,199 68
Track laying & surfacing.....	29,041 19	Saving.....	1,383 85
Right of way fences.....	1,050 32	Assessments for public improvements.....	8,168 67
Crossings and signs.....	9,709 81	Other expenditures—road.....	2 70
Station & office buildings.....	80,494 85	Shop machinery.....	34,647 59
Roadway buildings.....	1,147 47	Power plant machinery.....	27,144 73
Water stations.....	17,965 22		
Shops and engine houses.....	77,021 78		
			\$1,161,691 32

The work of enlarging the Manayunk tunnel so as to provide standard clearance was practically completed at the close of the year.

At the Creosoting Plant at Port Reading, N. J., additional equipment was installed, including a salt water fire protection system and a zinc chloride process for treating timber.

Hall signals have been installed between Port Clinton and Tamaqua and are now in operation.

Considerable new work has been done during the year at the St. Clair car repair shops, including the installation of

machinery in the new engine house and the erection of a boiler power plant.

At Wayne Junction the masonry of the bridges carrying the tracks over Germantown Avenue and Wayne Avenue was extended and a new track constructed on the outbound side of the station. Alterations have been made to the passenger station, including the construction of a subway between the outbound and inbound waiting rooms, and a new platform, waiting room and shelter shed have been constructed on the outbound side.

A number of sidings have been constructed during the year at various points, while others have been rebuilt or extended to accommodate the traffic offered by shippers along this Company's railroad.

The city of Philadelphia opened Tenth Street under the Tabor Branch, necessitating the construction of a new steel bridge at that point, for which this Company was obliged to pay a portion of the cost.

Additional protection has been provided at many of the highway crossings by the installation of warning bells, gates and watchmen.

The work connected with the construction of new tracks between Woodbourne and Yardley and between Hopewell and Belle Mead, on the New York branch, to which reference was made in the previous report, has been completed.

Several new bridges have been erected during the year to replace others which have become unsafe or obsolete, notably those at Glenmoore, across the Schuylkill River south of Auburn, south of Albany on the Schuylkill and Lehigh Branch, north of Rockhill and west of Hershey. Work is progressing on the new Sixth Street bridge in Reading.

The low grade freight line at Wayne Junction has been completed. Regular freight service over these tracks was inaugurated on February 21 1915. The entire cost of this line has been charged to capital account.

Some additional work was done during the year in the elevation of tracks on the Philadelphia Germantown & Norristown Railroad and on the Richmond Branch, but all the principal work connected therewith was completed in previous years.

EQUIPMENT.

The Philadelphia & Reading Railway Company owns no rolling or floating equipment, but leases from Reading Company all the equipment which it finds necessary to satisfactorily operate its railroad. Under its leases, the Philadelphia & Reading Railway Company is required to maintain the leased equipment in good order and repair and to make replacements from time to time of such equipment as may become unfit for use or which may be destroyed. All replacements are made for rolling equipment on the basis of tractive power or carrying capacity, and for floating equipment on basis of gross registered tonnage.

The rolling and floating equipment in service on June 30 1915, as compared with June 30 1914, was as follows:

	JUNE 30 1915.			JUNE 30 1914.		
	No.	Capacity, Lbs.	Valuation.	No.	Capacity, Lbs.	Valuation.
Locomotive Engines and Tenders.....	984	29,796,764	\$9,760,303 95	1,005	30,122,463	\$9,865,055 97
Revenue, Freight Cars.....	39,428	3,040,485,000	32,137,351 00	41,144	3,117,350,000	33,098,563 00
Passenger Cars.....	977		5,239,293 00	921		4,549,675 00
Work Cars.....	600		353,383 00	599		340,563 00
Total Rolling Equipment.....			\$47,490,330 95			\$47,853,856 97
		Gross Reg. Ton.			Gross Reg. Ton.	
Sea Tugs, etc.....	23	8,312 20	1,410,883 00	23	8,312 20	1,410,883 00
Sea Barges, etc.....	113	82,209 49	2,478,029 00	114	83,050 49	2,520,263 00
Total Floating Equipment.....		90,521 69	\$3,889,912 00		91,362 69	\$3,931,146 00

PENSION SYSTEM.

The sum of \$123,403 64 was paid out in pensions during the fiscal year ended June 30 1915, under the Company's pension system.

The number of pensioners on the roll on June 30 1915 was as follows:

Retired under resolution of December 11 1901 (fifty-year service employees).....	5
Retired at age of seventy upon completion of thirty or more years' continuous service.....	275
Retired at age sixty-five to sixty-nine years, upon incapacity after thirty or more years' continuous service.....	67
Retired (irrespective of age and length of service) account incapacity resulting from injuries, etc., received while in performance of duty.....	17
	364

The number of pensioners who died between July 1 1914 and June 30 1915 was 33.

In addition to the amount paid out in pensions, the sum of \$31,115 38 was contributed by the Philadelphia & Reading Railway Company towards the support and maintenance of the Philadelphia & Reading Relief Association, the membership of which is composed of employees of the Reading System.

INSURANCE FUND.

The balance to the credit of this fund on June 30 1914 was.....	\$981,723 00
Income from investments during fiscal year.....	\$52,492 28
Amount received from claims adjusted, etc.....	2,017 24
	54,509 52
Total.....	\$1,036,232 52
Payments made account fire or marine losses and for premiums on insurance carried in regular insurance companies.....	48,828 91
Balance to credit of Fund June 30 1915.....	\$987,403 61

The Insurance Fund now consists of cash amounting to \$13,556 47 and marketable securities valued at \$1,031,890 75. The difference of \$58,043 61 between the aggregate value of the securities and cash in the fund and the balance on June 30 1915, shown above, represents an amount advanced by the Philadelphia & Reading Railway Company, which will be adjusted later.

There was an increase of \$4,096 55 in income from investments for the fiscal year to June 30 1915 as compared with the previous year, and a decrease of \$72,107 98 in losses and insurance premiums paid.

FUNDED INDEBTEDNESS.

The funded indebtedness upon the property of the Philadelphia & Reading Railway Company was increased \$15,600 during the past fiscal year. This increase was caused as follows:

Philadelphia & Reading Railway Co. Subway bonds issued	\$191,000 00
City of Philadelphia Subway bonds canceled	\$150,000 00
Real Estate Mortgages and Ground Rents canceled	175,400 00
	\$15,600 00

\$150,000 of the \$191,000 Philadelphia & Reading Railway Company Subway Mortgage Loan bonds issued during the year were to reimburse the Company on account of the payment of a similar amount of City of Philadelphia Subway

bonds which matured December 31 1914, and for which this Company was responsible, while the balance of \$41,000 bonds represents the interest paid by the Company during the year on its proportion of the outstanding bonds of the city's issue. All of the Subway bonds issued by the Company, aggregating \$1,907,000, are in its treasury.

It is with deep regret that the Board records the death, on April 2 1915, of Mr. William Hunter, its Chief Engineer. Mr. Hunter had been connected with the Engineering Department of the Company for more than forty years, and since August 9 1900 as Chief Engineer.

On April 6 1915 Mr. Samuel T. Wagner was appointed Chief Engineer.

Mr. Peter A. B. Widener, who had been a director of the Company since June 15 1910, resigned on November 18 1914, when Mr. Joseph E. Widener was elected a director to fill the vacancy.

Mr. Charles C. Harrison resigned from the Board on June 16 1915, having served as a director since December 17 1913. Mr. Alfred H. Smith was elected a director of the Company on June 16 1915 to fill the vacancy.

The Board desires to express its acknowledgments to the officers and to the employees of the Company for their fidelity and for the efficient services which they have rendered during the past year.

By order of the Board,

THEODORE VOORHEES, *President.*

INCOME ACCOUNT FOR THE YEAR ENDED JUNE 30 1915 AND COMPARISON WITH YEAR ENDED JUNE 30 1914.

RAILWAY OPERATING REVENUE.	1914-1915.		1913-1914.	
Transportation—				
Freight—coal	\$20,985,987 11		\$22,377,882 82	
Freight—merchandise	17,027,463 80		17,352,331 06	
Passenger	6,425,634 14		7,011,548 87	
Excess baggage	24,743 82		32,296 91	
Mail	138,976 05		138,647 22	
Express	543,625 06		678,592 32	
Other passenger train	146,377 16		126,687 15	
Milk	316,422 76		339,230 93	
Switching	330,587 78		372,975 36	
Special service train	20,429 53		14,980 53	
All other transportation	26,860 80		14,430 57	
Incidental	727,713 52	\$46,714,821 53	833,499 65	\$49,293,103 39
Railway Operating Expenses—				
Maintenance of way and structures	\$4,651,073 46		\$5,336,464 86	
Maintenance of equipment	8,370,289 57		8,921,263 92	
Traffic	546,794 41		519,858 46	
Transportation	16,543,518 82		17,600,718 01	
Miscellaneous operations	169,049 05		212,655 24	
General expenses	869,428 09		777,963 20	
Transportation for investments	15,766 27	31,125,387 13		33,368,923 69
Net operating income		\$15,589,434 40		\$15,924,179 70
Railway tax accruals	\$1,166,688 09		\$1,267,503 48	
Uncollectible railway revenues	5,898 04	1,172,586 13		1,267,503 48
Operating Income		\$14,416,848 27		\$14,656,676 22
Other Income				
Hire of equipment (Cr. balance)	\$168,426 92		\$830,377 63	
Joint facility rent income	59,361 08		56,840 74	
Miscellaneous rent income	228,105 33		234,935 26	
Miscellaneous non-operating physical property	10,247 97		10,186 74	
Income from unfunded securities and accounts	41,658 52		30,596 57	
Miscellaneous income	2,313 60	510,123 42	856 50	1,163,783 44
Total Income		\$14,926,971 69		\$15,820,469 66
Deductions from Income—				
Rent for leased roads	\$2,852,190 32		\$2,860,224 34	
Terminal trackage	425,000 00		425,000 00	
Rent of equipment	2,833,068 52		2,825,853 20	
Interest on funded debt	1,939,980 00		1,939,980 00	
Interest on unfunded debt	11,614 95		9,289 22	
Interest on subway loan (City of Philadelphia)	40,897 50		46,147 50	
Joint facility rents	145,590 83		147,508 12	
Miscellaneous rents	121,768 17	8,398,121 58	127,084 73	8,393,848 13
Miscellaneous tax accruals	27,981 29		12,761 02	
Income appropriated for investment in physical property		\$6,528,850 11		\$7,426,621 53
		1,161,691 32		2,024,783 86
Net Corporate Income		\$5,367,158 79		\$5,401,838 17

Note.—1913-1914 figures are adjusted to conform to Inter-State Commerce Commission Classification effective July 1 1914.

BALANCE SHEET JUNE 30 1915.

ASSETS.	Amount.	Total.	LIABILITIES.	Amount.	Total.
Investment in Road and Equipment—			Capital Stock		\$42,481,700 00
Road to June 30 1907	\$94,724,974 02		Funded Debt—		
Road since June 30 1907	17,758,798 68	\$112,483,772 70	Prior Mortgage Loan, 1863—1893—1933	\$2,696,000 00	
Improvements on Leased Railroad Property		517,037 00	Improvement Mortgage Loan, 1873—1897—1947	9,363,000 00	
Miscellaneous Physical Property		1,018,528 91	Consolidated Mortgage Loan, 1882—1922—1937, First Series	5,766,717 00	
Investments in Affiliated Companies—			Consolidated Mortgage Loan, 1883—1933, Second Series	535 00	
Stocks	\$232,600 00		Debenture Loan, 1891—1941	8,500,000 00	
Advances	677,243 93	909,843 93	Purchase Money Mortgage, 1896	20,000,000 00	
Current Assets—			City of Philadelphia Subway Loan, 1914—1922	1,093,500 00	
Cash	\$1,630,046 50		Mortgages and Ground Rents on Real Estate Philadelphia & Reading Railway Company Subway Mortgage Loan	1,907,000 00	49,432,412 61
Loans and Bills Receivable	17,089 59		Non-Negotiable Debt to Affiliated Companies		398,083 00
Traffic, Car Service and Miscellaneous Accounts Receivable	2,805,352 98		Current Liabilities—		
Net Balances Receivable from Agents and Conductors	2,575,855 04		Traffic, Car Service and Miscellaneous Accounts Payable	\$3,910,424 98	
Materials and Supplies	2,856,463 92		Audited Accounts and Wages Payable	3,450,077 25	
Rents Receivable	17,815 29	9,902,623 32	Interest Matured Unpaid	6,305 00	
Deferred Assets—			Unmatured Interest Accrued	204,887 13	
Working Fund Advances	\$35,273 08		Unmatured Rents Accrued	731,092 38	8,302,786 74
Insurance Fund (Cash and Securities)	1,045,447 22	1,080,720 30	Deferred Liabilities		439 95
Unadjusted Debts—			Unadjusted Credits—		
Insurance Premiums Paid in Advance	\$38,349 69		Tax Liability	\$1,134,430 97	
Other Deferred Debit Items	427,700 39	466,050 08	Insurance Fund	987,403 61	
Securities Issued or Assumed—Unpledged		1,907,000 00	Other Unadjusted Credits	730,097 77	2,851,932 35
			Additions to Property Through Income Since June 30 1907 and charged as an asset		16,375,378 15
			Profit and Loss		8,442,843 44
		\$128,285,576 24			\$128,285,576 24

WILLIAM H. WHITE, *Comptroller.*

THE PHILADELPHIA AND READING COAL AND IRON COMPANY

ANNUAL REPORT FOR THE FISCAL YEAR ENDED JUNE 30 1915.

The Philadelphia & Reading Coal & Iron Co.,  
General Office, Philadelphia, Oct. 11 1915.

To the Stockholders:

The Board of Directors submits herewith the annual report of the operations of the Company for the fiscal year ended June 30 1915.

The total production of Anthracite coal from the lands owned, leased and controlled by The Philadelphia & Reading Coal & Iron Company for the year ended June 30 1915 was 9,606,589.14 tons, as compared with 10,271,669.04 tons mined during the previous year.

During the year the Company mined 8,161,836.19 tons, purchased 115,478.07 tons and sold 8,083,487 tons, as compared with 8,992,494.04 tons mined, 218,957.08 tons purchased and 8,747,643.19 tons sold the previous year.

The percentage of sizes above pea produced from the mining operations was 58.54 per cent, as compared with 59.35 per cent the previous year.

Our sales for the first six months of the present fiscal year were about 120,000 tons less than those of the previous year, but for the six months from January to June, owing to the very mild winter and to the general disturbed business conditions, they fell off about 540,000 tons.

During the year there was charged and paid in taxes on coal lands and improvements for 1913 and 1914 the sum of \$146,515 71, due to increased taxation imposed in Northumberland County by the final decision of the Supreme Court delivered on May 26 1915, growing out of the increased assessed valuations in that county made at the triennial assessment of 1913, appeals having been made to Court that the same were unjust and illegal.

The United States Commissioner of Internal Revenue decided that the Company was not entitled to a deduction for unearned increment which was made from our earnings of 1912, and the Company was therefore compelled to pay the Government this additional special excise tax, amounting to \$23,778 83, during the present fiscal year.

Thirty-one collieries were operated a total of 6,653 days during the year ended June 30 1915, as compared with a total of 7,313 days during the previous year.

The funded indebtedness of the Coal & Iron Company has been reduced by the following payment: Philadelphia & Reading Collateral Sinking Fund Loan, \$30,000. This Company has been reimbursed by Reading Company for the payment of these bonds; the amount of this loan now outstanding is \$1,020,000.

Notwithstanding that this was a year of great depression in our business, we have kept up all necessary repairs and dead work; so that your plant is in an efficient condition and able to carry on its many operations to their full capacity.

Mr. Peter A. B. Widener, who had been a Director of the Company since June 15 1910, resigned on Nov. 18 1914, when Mr. Joseph E. Widener was elected a Director to succeed him.

Mr. Henry P. McKean resigned from the Board June 16 1915, having served as a Director since Oct. 10 1904; Mr. Alfred H. Smith was elected a Director of the Company on June 16 1915, to fill the vacancy.

The Board extends to the officers and employees of the Company its appreciation of the faithful services performed by them during the past year.

By order of the Board of Directors,

W. J. RICHARDS, President.

INCOME ACCOUNT FOR THE YEAR ENDED JUNE 30 1915, COMPARED WITH THE YEAR 1914.

RECEIPTS.	1915-1914		1914-1913	
	Amount.	Total.	Amount.	Total.
Coal sales (Anthracite).....	\$28,476,166 68		\$30,946,264 63	
Coal sales (Bituminous).....	1,028,019 82		1,206,691 66	
Coal rents.....	323,432 13		276,157 24	
House and Land rents.....	141,610 83		138,975 50	
Interest and Dividends.....	85,394 87		108,037 96	
Miscellaneous.....	29,887 76		27,855 08	
<b>Total Receipts.....</b>		<b>\$30,086,512 09</b>		<b>\$32,703,982 07</b>
<b>EXPENSES.</b>				
Mining coal and repairs.....	\$19,214,157 63		\$20,627,192 70	
Improvements at collieries, &c.....	682,068 43		1,193,385 43	
Coal purchased (Anthracite).....	210,350 35		372,467 41	
Coal purchased (Bituminous).....	964,386 32		1,118,875 32	
Royalty of leased collieries.....	499,398 90		485,614 01	
Transportation of coal by rail.....	5,509,892 61		6,555,640 50	
Transportation of coal by water.....	1,076,081 53		1,212,596 10	
Handling coal at depots.....	430,749 51		406,451 87	
Taxes on coal lands and improvements.....	458,681 75		488,195 49	
Improvements and repairs of houses.....	34,394 10		113,997 89	
Damages account coal dirt.....	1,342 13		655 85	
All other expenses.....	1,251,522 72		1,120,958 62	
<b>Less coal added to stock.....</b>	<b>\$30,333,025 98</b>		<b>\$33,696,031 19</b>	
<b>Total Expenses.....</b>	<b>613,750 57</b>		<b>1,840,416 02</b>	
		<b>\$29,710,275 41</b>		<b>31,855,615 17</b>
<b>Profit in Operating.....</b>		<b>\$367,236 78</b>		<b>\$848,366 90</b>
Fixed charges, taxes and interest.....	136,370 16		132,076 98	
Taxes on coal lands and improvements, 1913 and 1914.....	146,515 71			
United States Special Excise Tax, 1912.....	23,778 83			
		<b>306,664 70</b>		<b>132,076 98</b>
<b>Profit.....</b>		<b>\$60,571 98</b>		<b>\$715,389 92</b>
Profit of previous years.....		3,314,676 47		2,599,286 55
<b>Balance to Credit of Profit and Loss Account.....</b>		<b>\$3,375,248 45</b>		<b>\$3,314,676 47</b>
<b>TONNAGE.</b>				
Mined (Anthracite).....	8,161,836 19		8,992,494 04	
Purchased ".....	115,478 07		218,957 08	
Sold ".....	8,083,487 00		8,747,643 19	
On hand ".....	1,785,768 13		1,592,421 17	

BALANCE SHEET JUNE 30 1915.

Capital Accounts—		Capital Accounts—	
Amount.	Total.	Amount.	Total.
Coal Lands.....	\$47,859,302 77	P. & R. Collateral Sinking Fund Loan, 1892-1932.....	\$1,020,000 00
Timber Lands.....	843,828 39	Capital Stock.....	8,000,000 00
New York and Eastern Depots.....	840,774 70	Bills Payable.....	600,000 00
Western Yards and Depots.....	1,833,848 34	Reading Company.....	72,022,371 37
Miners' and Other Houses.....	553,137 67	<b>Current Liabilities—</b>	
Pottsville Shops, Real Estate and Improvements.....	417,939 87	Pay Rolls and Vouchers.....	\$917,983 12
Storage Yards and Washeries.....	675,107 78	Due for Coal Purchased.....	8,528 37
Other Real Estate.....	495,408 20	Due for Royalty on Coal Mined.....	108,864 66
Improvements and Equipments at Collieries.....	12,959,224 33	Freight and Tolls Due Foreign Roads.....	21,273 33
Stocks and Bonds of and Loans to Companies Controlled.....	9,863,914 75	Commonwealth of Pennsylvania Account.....	
	<b>\$76,252,486 80</b>	State Tax on Coal.....	921,831 29
<b>Current Assets—</b>		Companies and Individuals.....	74,832 09
Cash.....	\$484,721 53	Interest Due and Uncollected.....	20 00
Bills Receivable.....	7,284 82	Interest and Taxes Accrued.....	328,568 22
Coal Accounts.....	3,308,126 66		
Rent Accounts.....	51,423 28	Miners' and Laborers' Beneficial Fund.....	2,381,901 08
Companies and Individuals.....	802,694 86	P. & R. Railway Company Current Account.....	54,570 76
Coal on hand.....	5,897,215 24	Profit and Loss to June 30 1914.....	3,314,676 47
Supplies and Materials on hand.....	1,311,781 20	Profit and Loss July 1 1914 to June 30 1915.....	60,571 98
Stocks, Bonds and Mortgages.....	11,863,247 59		<b>3,375,248 45</b>
	54,201 24		
	<b>\$88,169,935 63</b>		<b>\$88,169,935 63</b>

W. G. BROWN, Secretary.

NORFOLK AND WESTERN RAILWAY COMPANY

NINETEENTH ANNUAL REPORT—FOR THE YEAR ENDING JUNE 30 1915.

Roanoke, Va., August 31st 1915.

To the Stockholders of the Norfolk & Western Railway Company; Your Board of Directors submits the following report for the year ending June 30th 1915:

MILES OF ROAD AND TRACK IN OPERATION.

	June 30 1915.	June 30 1914.	Increase
	Miles.	Miles.	Miles.
Main Line	1,542.98	1,542.98	
Branches Operated as second track	90.36	90.36	
(Other branches)	396.27	389.53	6.74
Total miles	2,029.61	2,022.87	6.74
Operated under trackage rights	13.98	13.98	
Total miles of road in operation	2,043.59	2,036.85	6.74
Second Track	524.32	490.74	33.58
Third Track	3.45	3.20	.25
Sidings and Yard Tracks	1,254.50	1,229.88	24.62
Total miles of all tracks in oper.	3,825.86	3,760.67	65.19
Average miles of road operated	2,041.95	2,035.91	6.04
Average miles of track operated	3,792.50	3,645.33	147.17

The increase in miles of road in operation is as follows:

Branches	6.9
Alma Branch	4.48
Mate Creek Branch	1.57
Mitchell Branch of Mate Creek Branch	6.74

INCOME STATEMENT.

FOR THE YEAR ENDING JUNE 30 1915 AND COMPARISON WITH PRECEDING YEAR.

	1914-1915.	1913-1914.	Inc. (+) or Dec. (-),
	\$	\$	\$
Railway Oper. Income:			
Rail Oper.—Revenues:			
Freight	36,550,549 91	38,038,621 63	-1,488,071 72 3.91
Passenger	4,739,538 08	4,908,679 22	-169,141 14 3.44
Mail	385,861 67	389,245 42	-383 75 .10
Express	540,099 90	571,078 57	-30,978 67 5.42
All other transp'n.	264,260 80	275,816 52	-11,555 72 4.19
Total Transportation Revenues	42,483,310 36	44,183,441 36	-1,700,131 00 3.85
Revenue from Oper'n's other than Transp'n	503,733 41	466,868 18	+36,865 23 7.90
Total Oper. Revs.	42,987,043 77	44,650,309 54	-1,663,265 77 3.73
Railway Oper.—Exp.:			
Maintenance of Way and Structures	5,738,074 23	4,998,612 25	+739,461 98 14.79
Maintenance of Equip.	8,341,419 27	9,214,007 34	-872,588 07 9.47
Traffic	699,827 30	737,690 26	-37,862 96 5.13
Transportation	12,521,665 44	14,068,577 31	-1,546,911 87 11.00
Miscellaneous Oper'n's	109,467 52	199,565 09	-90,097 57 45.15
General	836,606 72	916,954 43	-80,347 71 8.76
Transportation for Investment—Cr.	415,245 13		+415,245 13 ----
Total oper. expenses	27,831,815 35	30,135,106 68	-2,303,291 33 7.64
Ratio of Expenses to Total Oper. Revenues	64.74%	67.49%	-2.75% ----
Net Rev. from Rail Oper.	15,155,228 42	14,514,902 86	+640,325 56 4.41
Deduct—			
Railway Tax Accruals	1,878,000 00	1,630,000 00	+248,000 00 15.93
Uncollectible Railway Revenues	1,766 01	363 86	+1,402 15 385.35
Railway Oper. Income	13,275,462 41	12,894,539 00	+380,923 41 2.95
Add—Non-Oper. Income:			
Hire of Freight Cars	1,100,803 70	1,123,885 81	-23,082 11 2.05
—Credit Balance	88,943 86	87,697 65	+1,246 21 1.42
Rent of Other Equip.	77,663 16	87,849 38	-10,186 22 11.60
Miscellaneous Rents	750,410 69	775,549 20	-25,138 60 3.24
Dividend & Interest Income	25,411 98	202,399 57	+176,987 59 87.44
Miscellan's Income			
Total Non-Operating Income	2,043,233 39	2,277,381 70	-234,148 31 10.28
Gross Income	15,318,695 80	15,172,920 70	+146,775 10 .97
Deductions from Gross Income:			
Rent of Equipment Other than Freight Cars	49,540 73	42,773 31	+6,767 40 15.82
Miscellaneous Rents Separately Operated Properties	108,636 01	97,369 71	+11,266 30 11.57
Interest Deductions for Funded Debt:			
Mortgage Bonds	3,622,350 00	3,622,380 00	-21 00 ----
Convertible Bonds	598,599 84	693,382 49	-94,782 65 13.67
Equip't Obligat'ns	519,503 00	248,372 31	+271,130 69 109.10
Misc. Deductions	9,490 59	4,515 55	+4,975 04 110.18
Total	4,908,790 94	4,709,494 22	+199,296 72 4.23
Net Income	10,409,904 86	10,463,426 48	-52,521 62 .50
Dividends on Adjustment Pref. Stock	919,671 00	919,668 00	+3 00 ----
Income Balance:			
Transferred to Profit and Loss	9,490,233 86	9,542,758 48	-52,524 62 .55

The Income and Profit and Loss statements conform to the arrangement prescribed in the order of the Inter-State Commerce Commission taking effect July 1st 1914. The figures of the preceding year have been rearranged to facilitate comparison.

PROFIT AND LOSS STATEMENT.

	1914-1915.	1913-1914.	Inc. (+) or Dec. (-),
	\$	\$	\$
Credits—			
Balance, July 1st	12,565,090 91	11,423,106 35	+1,141,984 56 10.00
Credit Balance from Income Account for the Year	9,490,233 86	9,542,758 48	-52,524 62 .55
Delayed Income Credits (See Note)	386,165 97		+386,165 97 ----
Miscellaneous Credits	15,573 34	45,875 69	-30,302 35 66.05
Total Credits	22,457,094 08	21,011,740 52	+1,445,353 56 6.88

	1914-1915.	1913-1914.	Inc. (+) or Dec. (-),
	\$	\$	\$
Charges—			
Dividend Appropriations of Surplus (Common Stock)	6,476,622 00	6,260,923 50	+215,698 50 3.45
Surplus Appropriated for Investment in Physical Property	1,534,095 48	2,093,918 00	-559,822 52 26.74
Debt Discount extinguished through Surplus		76,308 15	-76,308 15 ----
Loss on Retired Road and Equipment	47,595 65		+47,595 65 ----
Miscellaneous Debits	14,616 86	15,490 96	-873 10 5.70
Total Charges	8,072,929 99	8,446,649 61	-373,719 62 4.43

Credit Balance June 30 14,384,134 09 12,565,090 91 +1,819,043 18 14.4  
Note.—The delayed income credit, \$386,165 97, consists of passenger earnings accumulated before July 1 1914, but held in suspense pending decision of the U. S. Supreme Court in the case described on page 17 (Pamphlet report).

The Dividends were as follows:

No.	Payable.	Stock of Record.	Per Cent.	Outstanding Stock.	Amount of Dividend.
45	Nov. 19 1914	Oct. 31 1914	1	\$22,991,700	\$229,917 00
46	Feb. 19 1915	Jan. 30 1915	1	22,991,800	229,918 00
47	May 19 1915	April 30 1915	1	22,991,800	229,918 00
48	Aug. 19 1915	July 31 1915	1	22,991,800	229,918 00
			4		\$919,671 00

Common Stock—

37	Sept. 19 1914	Aug. 31 1914	1 1/2	\$107,806,700	\$1,617,100 50
38	Dec. 19 1914	Nov. 30 1914	1 1/2	107,817,900	1,617,268 50
39	Mar. 19 1915	Feb. 27 1915	1 1/2	107,913,400	1,618,701 00
40	June 19 1915	May 31 1915	1 1/2	108,083,400	1,621,251 00

	1914-1915.	1913-1914.	Inc. (+) or Dec. (-),
	\$	\$	\$
Dividend adjustment on Common Stock issued in exchange for Convertible Bonds			2,301 00
			\$6,476,622 00

The increase in the amount of dividends on Common Stock is due to the issue of additional shares in exchange for Convertible Bonds surrendered.

CAPITAL STOCK.

The amounts of Adjustment Preferred and Common Capital Stock authorized and issued are now as follows:

	Authorized.	Par Value.	Shares.
Adjustment Preferred Stock	\$23,000,000	\$23,000,000	230,000
Common Stock	150,000,000	108,156,000	1,081,560
Total June 30 1915	\$173,000,000	\$131,156,000	1,311,560
Total June 30 1914	173,000,000	130,760,500	1,307,505
Increase (all Common Stock)		\$395,500	3,955

The additional 3,955 shares of Common Stock outstanding were issued in exchange for \$395,500 Convertible Bonds, surrendered for conversion, as follows:

- \$132,000 Convertible 10-25-year 4% Gold Bonds of 1907.
- 67,300 Convertible 10-20-year 4% Gold Bonds of 1912.
- 196,200 Convertible 10-25-year 4 1/2% Gold Bonds of 1913.

There are in the Treasury 82 shares (\$8,200) of Adjustment Preferred Stock and 16 shares (\$1,600) of Common Stock. One share of Adjustment Preferred Stock was exchanged for Dividend Scrip issued by the old Norfolk & Western Railroad Company, in accordance with the Company's policy of taking up the securities of the old company, of which but few are now outstanding.

Of the \$41,844,000 authorized but unissued Common Stock, \$15,066,000 is reserved for the conversion at par of the outstanding Convertible Bonds.

FUNDED DEBT.

The aggregate Funded Debt outstanding is as follows:

	June 30 1915.	June 30 1914.	Decrease.
Mortgage Bonds	\$83,276,500	\$83,283,500	\$7,000
Convertible Bonds	15,066,000	15,461,500	395,500
Equipment Trust Obligations	11,100,000	12,990,000	1,890,000
	\$109,442,500	\$111,645,000	\$2,202,500

The decrease in the amount of Mortgage Bonds outstanding is due to the retirement by purchase of \$7,000 General Mortgage Bonds, the par of which was paid by the Trustee of that mortgage out of the proceeds of the sale of the Company's Maple Shade Inn property at Pulaski, Va., to the Maple Shade Inn Company, Incorporated; the premium and accrued interest on the bonds were paid by your Company. The purchase price of the property was \$27,000, and since the close of the fiscal year \$20,000 additional General Mortgage Bonds have been similarly purchased.

The decrease of \$395,500 in the amount of Convertible Bonds outstanding is due to the conversion into Common Stock of \$395,500 of Convertible Bonds as described above under the head "Capital Stock." The decrease in the amount of Equipment Trust Obligations results from the payment of matured Equipment Trust Certificates. The interest on Equipment Trust Obligations shows an increase over the preceding year because the \$10,000,000 Equipment Trust Certificates, Series of 1914 (which were sold April 9th 1914), bore interest for less than three months of the preceding year.

There are in the Treasury \$13,000 First Consolidated Mortgage 4 per cent Bonds, \$269,000 Convertible 10-20-year 4 per cent Gold Bonds of 1912 and \$1,213,000 Convertible 10-25-year 4 1/2 per cent Gold Bonds of 1913.

There is still an unissued remainder of \$8,431,000 of the Convertible Bonds authorized by the stockholders October 11th 1906.



On April 1st 1915 the final payment of \$200,000 was made under the Company's Equipment Trust, Series "C," and a bill of sale was thereupon executed by the Commercial Trust Company, Trustee, conveying to your Company the following equipment forming the security under said Equipment Trust:

17 Freight Locomotives,  
2,000 Hopper Coal Cars,  
the original cost of which was \$2,024,082 92.

Pursuant to the provision of the Company's First Consolidated Mortgage, the Trustee of that mortgage has canceled and surrendered to the Company the following-described old Divisional Lien Bonds, to wit:

\$496,000 Norfolk & Petersburg Railroad Company's Second Mtge. Bonds.  
980,000 Virginia & Tennessee Railroad Company's Enlarged Mtge. Bonds.  
1,000,000 Virginia & Tennessee Railroad Company's Fourth Mtge. Bonds.  
1,012,300 Southside Railroad Company's Consolidated Mortgage Bonds.

The Trustee of the Norfolk & Western Railroad Company's General Mortgage, pursuant to the provisions of that mortgage, has canceled and surrendered:

\$722,700 Southside Railroad Company's Consolidated Mortgage Bonds.  
5,000 Virginia & Tennessee Railroad Company's Enlarged Mtge. Bonds

A release of the Norfolk & Petersburg Mortgage has been executed by the Trustee and recorded in all the counties in which the mortgage was recorded. Arrangements are being made for the release of the Virginia & Tennessee Mortgages and the Southside Consolidated Mortgage, but as the individual trustees named in these mortgages have been dead for many years it will be necessary to petition the proper courts for the appointment of new trustees to execute the releases.

ROAD AND EQUIPMENT.

The total additions to cost of road and equipment shown in detail on page 22 [pamphlet report] were \$6,870,149 60.

From the commencement of operations Oct. 1 1896 to June 30 1915 your Company's property investment in road and equipment increased \$123,649,404 16 There were also direct charges to Income for Additions and Betterments aggregating 15,473,521 16

Total road and equipment expenditures \$139,122,925 32

Of these expenditures, your Company's income provided the following amounts:

Direct charges to Income as above \$15,473,521 16  
Appropriations from Surplus Income for Additions and Betterments 17,019,102 46  
Total \$32,492,623 62

In addition, by means of charges to operating expenses and surplus income, depreciation reserve credits have been created as follows:

Charges to Operating Expenses for a road depreciation reserve \$642,793 52  
Charges to Operating Expenses for an equipment depreciation reserve 10,833,934 68

From October 1st 1896 to June 30th 1915 there have been added to your Company's property 459.32 miles of main line and branches, 470.30 miles of second track and 3.45 miles of third track, and 816.11 miles of sidings, and to its equipment 682 locomotives, 206 passenger train cars, 31,320 freight train cars and 913 work train cars.

The increases in tractive power and capacity are very much greater than in the number of locomotives and cars, as is shown in the following table comparing the equipment of October 1st 1896 with that of June 30th 1915:

Locomotives—Increase in number, 168%; in tractive power, 385%.  
Freight cars—Increase in number, 196%; in ton capacity, 436%.

The double-track work reported in the preceding annual report as in progress has been completed.

Double-track work is now in progress between Jack, Va., and Ford, Va., 13.58 miles, which will be completed by December 1915. There is also under construction a low-grade line between Burkeville, Va., and Pamplin, Va., a distance of 36.93 miles, which it is expected to put in operation in the early part of 1916. There will then be in operation between Lambert's Point and Columbus 686.24 miles of double-track main line (including as second track the low-grade lines around Petersburg, Va., and Lynchburg, Va., the Big Sandy Line and the Burkeville-Pamplin Line) and 19.83 miles of single track.

The single track is between Radford, Va., and Coaldale, W. Va., in sections which total 15.90 miles, east of Wharrcliffe, W. Va., 2.22 miles and at Columbus, O., 1.71 miles. The latter and the parallel track of the Cleveland Akron & Columbus Railway are operated jointly by the two companies as double track.

The new equipment received during the year was as follows:

40 freight locomotives (steam),  
8 freight locomotives (electric),  
5 all-steel dining cars,  
2 all-steel flat bottom gondola cars, 180,000 pounds capacity,  
537 all-steel hopper coal cars, 115,000 pounds capacity,  
88 steel underframe cab cars,  
2 steam derrick cars,  
2 locomotive cranes,  
1 harbor barge.

Of the new equipment, 2 all-steel flat-bottom gondola cars, 537 all-steel hopper coal cars and 88 steel underframe cabin cars, were built at your Roanoke Shops.

ADDITIONS AND BETTERMENTS TO WAY AND STRUCTURES.

107.80 miles of main track were relaid with 100-pound rails.

10.64 miles of re-sawed 85-pound rails were laid, 8.74 miles on Clear Fork Branch and 1.90 miles on Durham District.

404,846 cubic yards of stone and 115,100 cubic yards of gravel were used in standard ballasting on main line.

Passenger stations and freight depots were built or enlarged at Waverly, Riverton, Wirtz, South Boston and Shawsville, Va., Charles Town and Kermit, W. Va., and Mayodan, N. C.

Shelter sheds were erected at New Bohemia, Hopewell, Overall, Rooky Mount, Doran and Faraday, Va., Buffalo Creek, Canebroke and Havaeo, W. Va., and Beaver Pond, Ohio.

Section houses were erected at Sutherland, Va., and Excelsior and Maybeury, West Va.

Tool houses were erected at Wellville, Pamplin and Spout Spring, Va., and Sciotoville, Ohio.

Motor car houses were erected at Coaldale and Devon, W. Va.

Stock pens were erected at Shenandoah, Va., and Charles Town, W. Va.

A 100-ft. turntable was installed at Roanoke, Va.

150-ton scales were installed at Norfolk, Va., and Ironton, Ohio, and a 200-ton scale at Bluefield, W. Va.

Crossing gates were erected at South Norfolk, Wakefield, Lynchburg and Abingdon, Va., and crossing bells were installed at Norfolk, Ivor, Roanoke and Meadowview, Va., Landgraaf, W. Va., and Locks and Columbus, Ohio.

An ice house was constructed at Clare, Ohio.

A Government coal inspectors' office was constructed at Lambert's Point, Va.

The superstructure on Pier No. 1 at Lambert's Point, Va., was removed and the pier prepared for the handling of pig iron and lumber business.

Automatic signals were installed between Dwight, Va., and Disputanta, Va., and between Bluefield, W. Va., and West Vivian, W. Va., making 98.7 miles of single track and 515 miles of double track equipped with automatic signals.

Interlocking plants were installed at Waverly, Va., and Glen Jean, Ohio.

A power house for automatic signals was erected at Dwight, Va.

Two 50,000-gallon water tanks were erected at Farm, W. Va., and a 100,000-gallon tank at Pulaski, Va.

Pump houses were erected at Norton, Va., and Farm, W. Va.

A boiler house was erected at Williamson, W. Va.

A foot bridge was erected over main line tracks at Roanoke Shops.

Three pneumatic ash hoists were erected at Bluefield, W. Va.

360 feet of Pepper Tunnel were lined with concrete.

The lining of Digress Tunnel was completed, 682 feet of brick lining being placed, including a 9-foot portal on the east end.

Pocahontas Tunnel No. 2 was lined with concrete.

126 feet of wooden bridges and 68 feet of iron bridges were replaced by masonry.

743 feet of wooden trestle and 121 feet of light iron bridges were replaced by fit iron bridges removed from main line.

520 feet were replaced by new steel structures.

1,580 feet of bridges were built to increase waterway for flood defense in the State of Ohio.

Passing sidings were extended at Lowry, Bedford, Montvale, Bonsack and Walton, Va., and Dorney, Ohio.

The yards at Lambert's Point and Norfolk, Va., and Bluefield and Williamson, W. Va., were enlarged.

15 highway grade crossings were eliminated; one by under grade crossing of steel, two by undergrade crossings of masonry, ten by overhead crossings of steel and two by change of county road. One railway grade crossing was eliminated by undergrade crossing of masonry.

29.41 miles of fencing were erected.

MAINTENANCE EXPENDITURES.

The expenses for Maintenance of Way and Structures and comparison with the preceding year are as follows:

	1914-15.	1913-14.	Inc. (+) or Dec. (-)
Total Expenses	5,738,074 23	4,998,612 25	+739,461 98 14.79
Average per mile of road operated	2,810 09	2,455 22	+354 87 14.45
Average per mile of track operated	1,513 01	1,371 23	+141 78 10.34

The expenses for Maintenance of Equipment and comparison with the preceding year are as follows:

	1914-15.	1913-14.	Inc. (+) or Dec. (-)
Total Maintenance of Equipment Expenses	8,341,419 27	9,214,007 34	-872,588 07 9.47
In which are included:			
Locomotives: Repairs, Renewals and Depreciation	3,107,385 09	3,298,700 94	-191,315 85 5.80
Avg. per Locomotive	2,855 18	3,119 84	-264 66 8.48
Avg. per 100 miles run	13 36	12 40	+96 7.74
Passenger Train Cars: Repairs, Renewals and Depreciation	368,507 86	384,576 43	-16,068 57 4.18
Avg. per Passenger Car	826 40	870 42	-44 02 5.06
Avg. per 100 miles run	1 53	1 55	—02 1.29
Freight Train Cars: Repairs, Renewals and Depreciation	4,339,385 65	4,998,983 33	-659,577 68 13.19
Avg. per Freight Car	90 75	107 76	-17 01 15.78
Avg. per 100 miles run	90	1 01	-11 10.89
Work Equipment Cars: Repairs, Renewals and Depreciation	63,945 78	80,357 31	-16,411 53 20.42

There were in the shops undergoing and awaiting repairs at the close of the year 195 locomotives, or 17.9 per cent (63 needing only light repairs); of this number there were 55 heavy freight locomotives, or 7.9 per cent of this class of locomotives, the remaining 140 being passenger engines

and light freight engines, the latter of obsolete types which may be sold or scrapped; there were also 19 passenger cars, or 4.2 per cent, and 2,108 freight and work equipment cars, or 4.3 per cent. These figures evidence the fact that the decrease above shown in the cost of maintenance of equipment was not obtained at the expense of efficiency.

Additions to and replacement of shop machinery have been made at a cost approximately as follows:

Roanoke Shops.....	\$8,119
Portsmouth Shops.....	426
Bluefield Shops.....	330
Williamson Shops.....	1,380
Outlying Shops.....	17,457
Total.....	\$27,712

**TRAFFIC AND REVENUE COMPARISONS.**

Comparison of traffic and revenue figures with those of the preceding year shows the following interesting changes:

Number of passengers.....	Increased 148,633	2.37%
Average haul of passengers.....	decreased 2.47 miles	6.74%
Revenue from passenger fares.....	decreased \$169,141.14	3.45%
Avg. rate per passenger per mile.....	increased 0.025 cents	1.17%
Revenue freight carried.....	decreased 1,232,871 tons	3.63%
Average haul of freight.....	increased 2.90 miles	1.08%
Revenue from freight transport'n.....	decreased \$1,488,071.72	3.91%
Average rate per ton per mile.....	decreased 0.005 cents	1.20%
Average tons of revenue freight per train mile.....	increased 39.37 tons	4.91%
Shipments of coal.....	increased 60,067 tons	0.20%
Shipments of coke.....	decreased 484,291 tons	35.40%
Shipments of ore.....	decreased 155,857 tons	19.80%
Shipments of pig and bloom iron.....	decreased 211,243 tons	33.98%
Shipments of lumber.....	decreased 306,937 tons	17.02%

**POCAHONTAS COAL & COKE COMPANY.**

The sinking fund provided for in the Pocahontas Coal & Coke Company's Purchase Money First Mortgage dated December 2d 1901 amounted for the calendar year 1914 to \$224,465 49. Through this and other sums received by the Trustee under the terms of the mortgage, bonds aggregating \$259,000 were purchased and canceled. From the beginning of its operation in 1906 to date, the sinking fund has received from royalties on coal mined the sum of \$1,923,420 30 and from sales of lands the sum of \$131,794 22, a total of \$2,055,214 52, by means of which there have been purchased and retired bonds to the aggregate amount of \$2,277,000, reducing the outstanding bonds to \$17,723,000, and leaving a cash balance of \$47 55 in the Sinking Fund.

The work of unifying the Company's properties, completing its titles and surveying, monumenting and mapping its lands is progressing. Your Company has advanced to the Pocahontas Coal & Coke Company for these purposes the further sum of \$74,000, making a total to date of \$1,465,000 charged in your Company's accounts as advances to that Company for property expenditures.

**VIRGINIA-CAROLINA RAILWAY.**

The North Carolina Division of the Virginia-Carolina Railway was completed and has been in operation since May 31st 1915 to Oakland on the Ashe-Watauga County Line, N. C., a distance of 48.64 miles. The cost of this division to June 30th 1915 was \$1,207,759 12.

The operations of the Virginia-Carolina Railway have been profitable, and the indications are favorable for continued prosperity.

**NEW RIVER HOLSTON & WESTERN RAILROAD.**

The extension from Rocky Gap to Suitars in Bland County, Va., a distance of 13.87 miles, was completed and put in operation September 10th 1914. The total cost of the extension to June 30th 1915 was \$253,857 60.

The extension of this line gives access to large bodies of timber, the development of which is proceeding.

**TUG RIVER & KENTUCKY RAILROAD.**

The bridge over Tug River, referred to in the previous annual report, has been erected, and track has been laid a distance of 0.89 mile to Blackberry Creek. The grading of the line up Blackberry Creek to the mouth of Peters Fork, a distance of 1.38 miles, has been completed.

By deeds dated June 23d 1915 your Company conveyed to the Tug River & Kentucky Railroad Company the Poplar Creek Branch, 1.93 miles in length, in consideration of the sum of \$16,130 85, and the Freeburn Branch, 1.55 miles in length, in consideration of the sum of \$49,668 99. These branches are located in Kentucky; they have been operated by the Tug River & Kentucky Railroad Company from July 1st 1915.

**WILLIAMSON & POND CREEK RAILROAD.**

Leckie Spur, 1.03 miles in length, with a Y connection 0.15 mile in length, is being built to reach operations of the Leckie Collieries Company.

**BURKEVILLE TO PAMPLIN LOW-GRADE CONNECTING LINE.**

This line, 36.93 miles in length, is under construction from Pamplin, Va., to Burkeville, Va. Instead of double-tracking your Company's present line, an entirely new line is being built with better grades and curvature and at less cost, which will be operated as a second track, furnishing a low-grade line for east-bound traffic. Its maximum grade will be 0.1 per cent, and its maximum curvature 1.5 degrees. It is expected that the line will be in operation in January 1916.

**JACOBS FORK BRANCH.**

Jacobs Fork Branch is under construction from its junction with Dry Fork Branch at Rift, W. Va., a distance of 3.93 miles, to reach operations of the New River and Pocahontas Consolidated Coal Company. Grading is about 75 per cent completed. The Cucumber Branch of Jacobs Fork Branch, 1.28 miles in length, to other operations of the same Company is under construction. Grading is 90 per cent completed.

**MATE CREEK BRANCH.**

This branch, 4.48 miles in length, and Mitchell Branch of Mate Creek Branch, 1.57 miles in length, with 3.39 miles of sidings, to operations of the Red Jacket Consolidated Coal & Coke Company and the Red Jacket Junior Coal Company were purchased from those companies May 7th 1915 at a cost of \$98,000.

**ALMA BRANCH.**

This branch, 0.69 miles in length, to operations of the Crystal Block Coal & Coke Company was purchased from that company on December 20th 1913 at a cost of \$5,000. The grade was revised and track relaid and its operation as a branch was commenced in September 1914. An extension of 2.55 miles was placed in operation shortly after July 1st 1915.

**ELECTRIFICATION.**

The electrification of the line between Bluefield and Vivian, W. Va., a distance of 29.35 miles, is practically completed.

The power plant and line work are finished and 8 of the 12 electric locomotives contracted for are in service. The traffic results already obtained from this work indicate that the capacity of the line has been doubled and that the operating cost per ton mile will be materially reduced.

The cost of the electrification to June 30th 1915 was \$3,128,224 04.

**TRACKAGE AGREEMENT.**

Under authority of your Board an agreement dated July 21st 1915 has been executed granting to the Chesapeake & Ohio Northern Railway Company trackage rights over 61.86 miles between Waverly and Valley Crossing, Ohio. The agreement runs for five years and may then or thereafter be terminated by two years' notice by either party.

The Chesapeake & Ohio Northern Railway will be a connecting line between the Chesapeake & Ohio Railway at or near Edgington, Ky., and the Hocking Valley Railway at Valley Crossing, Ohio. It is expected that the line from Edgington to Waverly, now under construction, will be completed during the fall of 1916, when the trackage contract with your Company will become effective.

**NEW INTER-STATE COMMERCE COMMISSION CLASSIFICATIONS.**

Taking effect July 1st 1914, new classifications of Investment in Road and Equipment, of Operating Revenues and Operating Expenses and of Income, Profit and Loss and General Balance Sheet Accounts were ordered by the Inter-State Commerce Commission, superseding previous classifications which had been in effect from two to seven years. The changes are so numerous and important as to make it impracticable to present with the usual completeness detailed comparisons of operating expenses with those of the preceding year.

In addition to the Equipment Depreciation Reserve, which has been in operation for seven years, the new classification of operating expenses provides for the creation of depreciation reserves for other railroad property by means of charges to operating expenses. The use of these depreciation accounts, however, is for the present optional with the carrier. Your Company has availed itself of the permission to set up such accounts, but, to begin their operation conservatively and to avoid large initial charges to operating expenses for depreciation of such property, only the larger structures have been considered, leaving the extension of the plan to cover smaller structures for consideration at a later date when experience shall have more clearly indicated the best permanent course. As a result, there has been charged to operating expenses the sum of \$642,793 52, which has been credited in the General Ledger to the appropriate reserve account specified in the order of the Inter-State Commerce Commission. No charges to operating expenses for a depreciation reserve for roadway and structures had been made in previous years.

Among the new accounts opened in Operating Expenses is "Transportation for Investment—Credit." By means of this account operating expenses are credited with the cost of transporting on revenue trains men engaged in and material for construction, which expense is concurrently charged to the appropriate property investment accounts.

**WEST VIRGINIA 2-CENT PASSENGER RATE CASE.**

In 1907 the Legislature of West Virginia passed an Act fixing the maximum fare for intra-State passengers on railroads at two cents a mile. After the rate had been tested by operating under it from May 1907 until September 1909 your Company, considering it to be confiscatory, brought suit in the Circuit Court of Kanawha County, West Virginia, to restrain its enforcement, and under the terms of an interlocutory injunction restored the rates for passenger

fares in effect before the Act was passed. Pending the determination of the suit, which was decided by the Circuit Court against your Company and appealed to the United States Supreme Court, the amounts collected from passengers in excess of two cents a mile were not included in operating revenues, but were held as a fund to be distributed, in the event of a final adverse decree, to the holders of receipts given to passengers under the order of the Court, for fares paid in excess of the statutory rate. In an opinion dated March 8th 1915 the United States Supreme Court reversed the judgment of the Circuit Court and declared the rate fixed by the West Virginia Act to be confiscatory as to your Company, whereupon a final decree was entered May 10th 1915 in the Circuit Court of Kanawha County which established the title of the Company to the entire accumulation in the fund. This included the sum of \$386,165 97 which had accrued between September 16th 1909 and June 30th 1914. Application was made to and granted by the Inter-State Commerce Commission for permission to credit this amount to Profit and Loss in the accounts of the year covered by this report. The additional amount accrued in the fiscal year ending June 30th 1915 has been included in the passenger revenues of that year.

**TAXES.**

The amount charged to Income for Railway Tax Accruals again shows a substantial increase. In the last three calendar years the ratio of Taxes to Net Railway Operating Revenues was as follows:

10.00 per cent in 1912; 11.85 per cent in 1914.  
10.76 per cent in 1913;

**INDUSTRIES.**

Among the new local industries are the following:  
15 manufactories of mineral, metal and other products,

13 manufactories of lumber products,  
6 manufactories of farm implements and farm products,  
6 coal mines.

At Hopewell, Va., on the City Point Branch, the E. I. du Pont de Nemours Powder Company is constructing an extensive nitro-cellulose plant, from which an average shipment of 20 cars of nitro-cellulose daily is already being made.

At the close of the year there were 146 companies organized for producing coal and coke on your Company's lines, with a total of 233 separate mines, of which 214 were in actual operation.

Of the 13,931 coke ovens, 2,034 were in blast.

Of the 22 iron furnaces, with a total daily capacity of 3,490 tons of pig, 5, having a total daily capacity of 930 tons, were in blast.

**OBITUARY.**

W. C. Walstrum, Superintendent of Telegraph, died on May 8th 1915. Mr. Walstrum had held this position for twenty-six years, and had rendered most efficient and loyal service.

The vacancy in the office of Superintendent of Telegraph, occasioned by the death of W. C. Walstrum, has been filled by the appointment of George W. Jett.

The certificate of Price, Waterhouse & Co., the independent auditors elected by the stockholders to audit the books and accounts of the Company, is attached to the Balance Sheet.

The Board expresses its acknowledgment to the officers and employees for the faithful discharge of their duties during the year.

By order of the Board of Directors.

L. E. JOHNSON, *President.*

**CONDENSED GENERAL BALANCE SHEET JUNE 30 1915.**

INVESTMENTS—		ASSETS.		Comparison with June 30th 1914.	
Investment in Road and Equipment—					
Road		\$197,899,000 43			
Equipment		58,280,332 31			+ \$4,851,404 56
General Expenditures		27,297 45			+ 2,016,818 14
Deposits in lieu of mortgaged property sold			\$256,206,630 19		+ 1,426 90
Miscellaneous Physical Property			60,738 70		— 12,798 67
Investments in Affiliated Companies			527,634 80		— 36,901 00
Stocks		\$1,189,016 10			+ 76,220 00
Bonds		354,673 50			
Advances		5,346,946 94			+ 1,073,109 91
Other Investments—			6,590,636 54		
Stocks		\$4,008 00			
Bonds		9,670,988 00			— 2,799,879 30
Notes		4,730 00			
Total Investments			9,679,726 00		
<b>CURRENT ASSETS—</b>			\$273,365,366 23		
Cash		\$6,381,534 21			— 1,628,119 39
Time Drafts and Deposits		1,000,000 00			+ 1,000,000 00
Loans and Bills Receivable		1,209 60			— 290 40
Traffic and Car Service Balances Receivable		2,865,134 10			+ 1,492,228 21
Net Balances Receivable from Agents and Conductors		1,136,008 26			+ 69,301 20
Miscellaneous Accounts Receivable		839,215 47			+ 39,249 52
Material and Supplies		3,649,200 91			— 641,463 46
Interest and Dividends Receivable		120,913 37			— 50,638 90
Other Current Assets		873 94			+ 312 07
Total Current Assets			15,994,089 86		
<b>DEFERRED ASSETS—</b>			17,315 00		+ 1,929 17
Working Fund Advances					
<b>UNADJUSTED DEBITS—</b>					
Rents and Insurance Premiums Paid in Advance			\$54,380 27		+ 7,318 23
Other Unadjusted Debits			220,108 45		— 30,982 17
Securities Issued or Assumed—Unpledged—					
Par Values of Holdings at Close of Year		\$1,602,800 00			
Total Unadjusted Debits			274,488 72		
			\$289,651,259 81		
<b>CAPITAL STOCK—</b>					
Adjustment Preferred		\$23,000,000 00			
Held in Treasury		8,200 00			— \$100 00
Common		\$108,156,000 00			+ 395,500 00
Held in Treasury		1,600 00			
			108,154,400 00		
<b>LONG TERM DEBT—</b>			\$ 131,146,200 00		
Mortgage Bonds		\$83,276,500 00			— 7,000 00
Held in Treasury		15,000 00			
			\$83,261,500 00		
Convertible Bonds		\$15,066,000 00			— 393,500 00
Held in Treasury		1,482,000 00			
			13,584,000 00		
Equipment Obligations		\$11,100,000 00			— 1,800,000 00
Held in Treasury		96,000 00			— 179,000 00
			11,004,000 00		
<b>CURRENT LIABILITIES—</b>			107,849,500 00		
Traffic and car service balances payable		\$1,571,329 09			+ 1,458,038 08
Audited Accounts and Wages Payable		2,413,604 33			— 253,424 09
Miscellaneous Accounts Payable		264,852 92			+ 55,287 31
Interest Matured Unpaid		562,588 00			+ 43,191 85
Dividends Matured Unpaid		1,476 50			+ 566 00
Funded Debt Matured Unpaid		6,000 00			
Unmatured Dividends Declared		229,918 00			+ 1 00
Unmatured Interest Accrued		1,019,171 66			— 24,058 49
Other Current Liabilities		32,911 35			+ 3,446 79
Total Current Liabilities			6,101,851 85		
<b>DEFERRED LIABILITIES—</b>			205,254 25		+ 205,254 25
Other Deferred Liabilities					
<b>UNADJUSTED CREDITS—</b>					
Tax Liability		\$898,436 72			+ 197,899 44
Premium on Funded Debt		240,707 50			— 4,902 50
Operating Reserves		10,021 40			— 105,194 71
Accrued Depreciation—Road		642,793 52			+ 642,793 52
Accrued Depreciation—Equipment		10,833,934 68			+ 1,689,164 17
Other Unadjusted Credits		319,323 34			— 204,556 66
Total Unadjusted Credits			12,945,217 16		
<b>CORPORATE SURPLUS—</b>					
Additions to Property through Income and Surplus		\$17,019,102 46			+ 1,534,095 48
Profit and Loss Balance		14,384,134 09			+ 1,819,043 18
Total Corporate Surplus			31,403,236 55		
			\$289,651,259 81		

The Balance Sheet conforms to the arrangement prescribed in the Order of the Inter-State Commerce Commission taking effect July 1st 1914. The comparison is with figures of the preceding year rearranged to correspond with the new Order.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY

FIFTY-FIRST ANNUAL REPORT—FOR THE FISCAL YEAR ENDING JUNE 30 1915.

The Directors submit to the Stockholders the following report of the operations of the Company for the year ending June 30th, 1915, and of the condition of its property and finances at the close of that year.

The operations for the year show the following results:

Operating Revenues.....	\$91,435,374 26
Operating Expenses.....	61,971,701 03
Net Operating Revenue.....	\$29,463,673 23
Taxes Accrued.....	4,740,721 21
Operating Income.....	\$24,716,952 02
Other Income.....	
Interest on Bonds.....	\$342,257 36
Dividends on Stocks.....	515,191 00
Interest on Other Securities, Loans and Accounts.....	1,974,565 02
Rents—Received.....	487,987 73
Miscellaneous.....	329,711 97
	3,649,713 08
Gross Corporate Income.....	\$28,366,665 10
Deductions—	
Interest Accrued on Funded Debt.....	\$14,636,297 91
Rents—Paid.....	871,503 67
Hire of Equipment.....	173,808 97
Miscellaneous.....	716,772 05
	16,398,382 60
Net Corporate Income.....	\$11,968,282 50

ACQUISITION OF THE GREAT FALLS TERMINAL RAILWAY.

The railway of the Great Falls Terminal Railway Company was constructed at Great Falls, Montana, as a terminal facility of the Great Falls-Lewistown Line. There are 3.45 miles of this railway, all of which has been electrified and is being operated very economically with electric locomotives. It was deemed advisable, both on account of economy and efficiency in operation, to take over these terminals and make them a part of the St. Paul System.

Accordingly the Great Falls Terminal Railway Company conveyed all of its railway property and franchises to this Company by deed dated November 5th, 1914, since which date this Company has operated such railway as a part of its system and as the owner thereof.

SEATTLE PORT ANGELES & WESTERN RAILWAY.

The Seattle Port Angeles & Western Ry., the outstanding Capital Stock of which is all owned by this Company, has under active construction a line of railway extending from Fairmount, Jefferson County, Washington, westerly through Port Angeles to Earles, a point in Clallam County, Washington, a distance of approximately 62 miles. That portion of the line west of Port Angeles, approximately 24 miles, has been completed and was placed in operation in January, 1915.

This line taps the rich timber country of the Olympic Peninsula, and is proving to be an excellent feeder for the St. Paul System.

MILES OF TRACK, JUNE 30 1915.

Owned solely by this Company:	
Main track.....	9,617.22
Second main track.....	1,023.50
Third main track.....	21.72
Fourth main track.....	13.11
Connection tracks.....	46.98
Yard tracks, sidings and spur tracks.....	3,104.48
	13,827.01
Owned jointly with other Companies:	
Main track.....	103.45
Second main track.....	6.14
Third main track.....	1.94
Fourth main track.....	1.93
Connection track.....	5.92
Yard tracks, sidings and spur tracks.....	175.34
	294.72
Used by this Company under contracts:	
Main track.....	354.94
Second main track.....	76.47
Third main track.....	1.14
	432.55
Total miles of track.....	14,554.28
Average miles of main track in operation during the year:	
Owned solely.....	9,603.62 miles
Owned jointly.....	103.36 "
Used under contracts.....	345.60 "
Total average miles operated.....	10,052.58 miles
The lines of road of this Company are located in the following States:	
Wisconsin.....	1,823.59 miles
Illinois.....	415.04 "
Iowa.....	1,868.61 "
Minnesota.....	1,244.90 "
North Dakota.....	379.93 "
South Dakota.....	1,794.89 "
Missouri.....	140.27 "
Michigan.....	179.98 "
Montana.....	1,056.11 "
Idaho.....	197.37 "
Washington.....	619.98 "
Total length of main track owned solely and jointly.....	9,720.67 miles

EQUIPMENT.

During the year twenty-five locomotives and forty cars of various classes have been purchased or built as follows:

25 Locomotives	3 Observation Sleeping Cars
1 Dining Car	4 Parlor Cars
2 Mail and Baggage Cars	2 Observation Parlor Cars
2 Passenger and Baggage Cars	2 Cafe Observation Cars
10 Passenger Cars	1 Track Scale Test Car
13 Sleeping Cars	

During the year eleven locomotives and one thousand four hundred and sixty-one cars of various classes were destroyed by wreck or fire, sold or taken down on account of small capacity, as follows:

11 Locomotives	26 Refrigerator Cars
1 Passenger Car	2 Refrigerator Express Cars
1 Passenger and Baggage Car	2 Vegetable Cars
1 Mail and Baggage Car	15 Ballast Cars
1117 Box Cars	13 Caboose Cars
68 Stock Cars	22 Cinder Dump Cars
179 Flat and Coal Cars	5 Work Train Cars
9 Ore Cars	

The original cost of the equipment retired has been credited to Property Investment—Road and Equipment.

PROPERTY INVESTMENT—ROAD AND EQUIPMENT.

Equipment.....	\$818,501 82
Purchase of Great Falls Terminal Ry.....	855,902 47
New Branch Lines and Extensions.....	2,074,731 86
New Additional Main Tracks and Reducing Grade and Perfecting Line.....	4,461,992 91
Other Additions and Betterments.....	7,737,238 07
	\$15,948,367 13
Credit—Property retired or converted.....	4,451,350 23
Total as shown by detailed statement (Pamphlet Report).....	\$11,497,016 90

IMPROVEMENTS AUTHORIZED.

EQUIPMENT.

Authority has been given for the purchase or building of additional equipment as follows:

7 Sleeping-Observation Cars, 2 Lounging-Observation Cars, also to convert 231 forty thousand pounds capacity box cars into cinder-dump cars.

ADDITIONAL MAIN TRACKS.

The construction of the second main track and grade reduction work on the Chicago and Council Bluffs Division in Iowa, was completed on June 30th 1915 between Green Island and Manilla, Iowa, a distance of 270 miles. On account of unfavorable business conditions, it was deemed advisable to temporarily suspend the work on the Hastings and Dakota Division, but the work has been resumed and 178.70 miles were completed and placed in operation June 30th 1915.

On June 30th 1915 the following new sections of second main track were completed and placed in operation:

Chicago and Council Bluffs Division in Iowa:	
One mile east of Delmar to Lost Nation, Iowa.....	12.80 miles
Elberon to Capron, Iowa.....	40.46 "
Coon Rapids to Manilla, Iowa.....	31.90 "
Total.....	85.16 miles
Hastings and Dakota Division:	
Hopkins to Cologne, Minn.....	23.87 miles
Minnesota Falls to Great Northern Tower, Minn.....	5.80 "
West of Montevideo, Minn., to Double Track Switch.....	10.09 "
Total.....	39.76 miles

AUTOMATIC BLOCK SIGNALS.

During the year ending June 30th 1915 installations of automatic block signals have been completed as follows:

La Crosse Division:	
Portage to North La Crosse, Wis.....	104.1 miles
River Division:	
Bridge Switch to Minnesota City, Minn.....	30.5 "
Hastings and Dakota Division:	
Summit to one mile east of Milbank, S. D.....	23.1 "
Chicago and Council Bluffs Division in Iowa:	
Green Island to Capron, Iowa.....	152.9 "
Slater to Coon Rapids, Iowa.....	51.8 "
Idaho Division:	
Center Street, Spokane, to Northern Pacific Crossing, Spokane.....	1.4 "

Since June 30th automatic signals have also been placed in service on the Chicago and Council Bluffs Division in Iowa, between Coon Rapids and Manilla. These installations comprise a total of 395.2 miles and make the automatic block practically continuous from Chicago to Minneapolis and from Chicago to Manilla.

The installation of automatic signals on the Hastings and Dakota Division from Hopkins to Cologne, Minnesota, a distance of 21.5 miles, is now in progress and will be completed in the near future.

The installation of automatic signals on the Rocky Mountain Division from Butte Yard to Finlen, a distance of 16 miles, has been authorized, and work will be started in the near future.

ELIMINATION OF GRADE CROSSINGS.

The work of depressing the tracks of the Hastings and Dakota Division, from Hiawatha Avenue to Hennepin Avenue, in the City of Minneapolis, a distance of about three

miles, was somewhat delayed during the past year. It includes the elimination of thirty-seven grade crossings. On June 30th 1915, however, the work was about 64% completed and it is planned to complete all of this work during the season of 1916.

The elevation of the tracks along the Bloomingdale Road, in the City of Chicago, which includes the elimination of 35 grade crossings, and extends for a distance of 2.4 miles, was about 95% completed on June 30th 1915.

The elevation of tracks in the City of Milwaukee has been somewhat delayed during the past fiscal year. This work extends from Kinnickinnick Avenue to Fowler Street, and from Clinton Street to First Avenue, a distance of 1.4 miles, and on June 30 1915 was 30% completed. It is estimated that it will take at least two years to complete this work, and when completed 14 grade crossings will have been eliminated in that City.

Considerable progress has been made in connection with the elevation of tracks on the Chicago and Evanston Division from Montrose Avenue to Howard Avenue, Chicago, a distance of 4.4 miles, and on June 30 1915 this work was 30% completed. It will probably take at least two years to complete this track elevation work, which will eliminate 36 grade crossings.

NEW LINES AND EXTENSIONS.

The line of railway from Lewistown to Great Falls, Mont., a distance of 137 miles, was completed and opened for operations early in September 1914.

The grading of the Choteau Line, extending from Great Falls to Agawam, Montana, a distance of 70 miles, is completed, but track laying has been temporarily suspended.

Construction work on the Newwood River Line, a logging road, extending 18.25 miles northwesterly from Merrill, Wis., was completed and the line placed in operation in December 1914.

TUNNELS.

The construction of the Snoqualmie Tunnel at the summit of the Cascade Mountains, was completed, and the tunnel placed in operation on January 17th 1915. The opening of this tunnel shortens the main line of the Coast Division 3.6 miles, eliminates interruptions from snow slides, and also eliminates 6.4 miles of ruling grade.

ELECTRIFICATION.

The electrification of the Puget Sound Lines, which was commenced in April 1914, has made such progress that the line between Deer Lodge and Three Forks, a distance of 114.4 miles, will be ready for full electric operation during the spring of 1916. The electrification of the second division, between Three Forks and Harlowton, a distance of 114.2 miles, was commenced in April 1915, and it is probable that this division will be ready for operation early in 1917.

RESERVE FOR ACCRUED DEPRECIATION.

At the close of the fiscal year, ending June 30th 1914, there was at the credit of Reserve for Accrued Depreciation the sum of \$6,398,789 90.

A certain percentage of the total cost of equipment, aggregating \$1,376,091 46, has been credited to this Reserve for the estimated depreciation of locomotives, passenger train cars, freight train cars and work train cars, accrued during the year.

There has been charged to this Reserve an amount of \$177,816 39, representing the accrued depreciation, previously credited, on locomotives and cars destroyed, sold or taken down.

The balance of this Reserve, June 30th 1915, as shown on page 24 [of pamphlet report] is \$7,597,064 97, which represents the estimated depreciation of rolling stock subsequent to June 30th 1907.

CAPITAL STOCK.

At the close of the last fiscal year the share capital of the Company amounted to \$233,130,300 00 and consisted of \$116,855,400 00 of Common Stock and \$116,274,900 00 of Preferred Stock. It has been increased during this fiscal year by \$506,000 00 of Common Stock issued and sold. The total amount of Capital Stock at the close of this fiscal year is \$233,636,300 00, of which \$434,400 00 is held by the Company.

FUNDED DEBT.

At the close of the last fiscal year the Funded Debt of the Company was \$486,881,154 66.

It has been decreased during the fiscal year by \$4,748,000 00 Terminal Mortgage bonds retired.

The amount of bonds at the close of this fiscal year is \$482,133,154 66, of which \$123,893,800 00 are in the Treasury of the Company and \$358,239,354 66 are outstanding.

TREASURY BONDS.

At the close of the last fiscal year the amount of the Company's bonds in its treasury was \$153,572,500 00.

It has been decreased as follows:

General and Refunding Mortgage 4 1/4% bonds sold.....	\$580,000 00
General and Refunding Mortgage 5% Convertible bonds sold.....	29,089,700 00
Total decrease.....	\$29,678,700 00

At the close of this fiscal year, bonds in treasury amounted to \$123,893,800 00, as follows:

General and Refunding Mortgage Bonds, available for the acquisition of additional property or for other additions and betterments.....	\$107,310,800 00
Bonds certified by Trustees, to reimburse the Company for expenditures from earnings for additional property acquired, for other additions and betterments and available for such corporate purposes as the Board of Directors may authorize:	
General and Refunding Mortgage Bonds.....	\$16,424,000 00
General Mortgage Bonds.....	159,000 00
	16,583,000 00
Total.....	\$123,893,800 00

INSURANCE DEPARTMENT.  
INSURANCE RESERVE ACCOUNT.

Income—	
Premium Received:	
For Insurance of Railway Properties.....	\$73,317 34
Less—Reinsurance paid.....	75,916 62
Net Premium Deficit.....	\$2,599 18
Other Income:	
Interest and Dividends on Securities owned.....	118,820 63
Gross Income.....	\$116,221 45
Disbursements—	
Fire Losses—Net.....	\$116,221 45
Insurance Reserve—July 1st 1914.....	\$2,826,873 62
Add—Appropriation of March 1915.....	11,500 00
Insurance Reserve—June 30th 1915.....	\$2,838,373 62
Less Reinsurance effected applying subsequent to June 30th 1915.....	117,101 45
Insurance Reserve as per General Balance Sheet.....	\$2,721,272 17

ASSETS AND LIABILITIES.

Assets—	
Funded: Securities as shown (Pamphlet Report).....	\$2,818,100 00
Unfunded: Interest Accrued on Securities Owned.....	43,415 80
Deferred Debts—	
Reinsurance effected applying subsequent to June 30th 1915.....	117,101 45
Total Assets.....	\$2,978,617 25
Liabilities—	
Insurance Reserve.....	\$2,838,373 62
C. M. & St. P. Ry. Co. Advances.....	140,243 63
Total Liabilities.....	\$2,978,617 25

INVESTMENTS—SECURITIES.

The Insurance Reserve June 30th 1915 amounts to \$2,838,373 62, of which \$2,818,100 00 is invested in securities at par, as shown in the following statement:

Chicago Milwaukee & St. Paul Ry. Co. Stock:	
Preferred Stock.....	\$86,100 00
Common Stock.....	5,300 00
Chicago Milwaukee & St. Paul Ry. Co. Bonds:	
Chicago Milwaukee & Puget Sound Ry. Co. 4%.....	1,000,000 00
Dakota & Great Southern Ry. Co. 5%.....	6,000 00
Fargo & Southern Ry. Co. 6%.....	2,000 00
Milwaukee & Northern RR. Co. First 4 1/4%.....	38,000 00
Milwaukee & Northern RR. Co. Cons. 4 1/4%.....	20,000 00
General Mortgage 4%.....	600,000 00
General and Refunding Mortgage Convertible 5%.....	11,500 00
Twenty-five Year Gold 4%.....	83,000 00
La Crosse & Davenport Division 5%.....	4,000 00
Chicago & Pacific Western Division 5%.....	6,000 00
Convertible Gold 4 1/4%.....	19,200 00
Bonds of Subsidiary Companies:	
Tacoma Eastern RR. Co. 5%.....	37,000 00
Total.....	
	\$1,918,100 00
Bonds of other Companies:	
Achison Topoka & Santa Fe Ry. Co. 4%.....	100,000 00
Baltimore & Ohio RR. Co. 3 1/4%.....	50,000 00
Chicago Burlington & Quincy RR. Co. 4%.....	50,000 00
Chicago & Western Indiana RR. Co. 4%.....	125,000 00
City of New York 4%.....	75,000 00
Kansas City Belt Ry. Co. 6%.....	150,000 00
Lake Shore & Michigan Southern Ry. Co. 4%.....	100,000 00
Northern Pacific Ry. Co. 4%.....	100,000 00
Pennsylvania RR. Co. 4%.....	100,000 00
Union Pacific RR. Co. 4%.....	50,000 00
Total.....	\$2,818,100 00

OPERATING REVENUES.

The Operating Revenues for the year were \$91,435,374 26—a decrease of \$2,178,325 72 compared with the previous year.

The revenue from freight traffic was \$63,953,798 62—69.95% of total revenue—a decrease of \$1,361,956 17, or 2.09%.

The number of tons of freight carried was 32,959,392—a decrease of 47,885 tons, or .14%.

The following classes of commodities show an increase compared with the previous year: Products of Agriculture, 580,423 tons; Products of Animals, 205,829 tons; Products of Mines, 559,555 tons. The following commodities show a decrease: Products of Forests, 545,140 tons; Manufactures, 404,937 tons, and Commodities Not Specified, 443,615 tons.

The number of tons of all agricultural products carried during the year was 7,742,673 tons—an increase compared with the previous year of 8.10%. Agricultural products comprised 23.49% of the total tonnage carried, compared with 21.70% of the total tonnage of last year.

The number of tons of commodities other than agricultural products carried during the year was 25,216,719 tons—a decrease compared with the previous year of 628,308 tons, or 2.43%—the per cent of the total being 76.51% against 78.30% last year.

The number of tons of revenue freight carried one mile was 8,185,988,375—an increase of 106,298,870, or 1.32%. The revenue per ton per mile was .7813 cent—a decrease of .0265 cent, or 3.28%. The average miles each ton of revenue freight was carried was 248.37 miles—an increase of 3.53 miles, or 1.46%.

The number of tons of revenue freight carried per loaded car was 16,835, against 16,498 last year—an increase of 2.04%. The number of tons of revenue freight per freight

and mixed train mile was 390.21, against 379.78 last year—an increase of 2.75%. The revenue from freight per freight and mixed train mile was \$3.0486, as against \$3.0678 last year—a decrease of .63%.

The revenue from passenger traffic during the year was \$17,952,428 18—19.63% of the total revenue—a decrease of \$1,008,796 40 compared with the previous year, or 5.32%.

The number of passengers carried was 16,065,456, a decrease of 360,560, or 2.20%. The number of passengers carried one mile was 858,452,321—a decrease of 53,923,494, or 5.91%.

The revenue per passenger per mile was 2.091 cents—an increase of .013 cent, or .63%. The average miles each passenger was carried was 53.43 miles—a decrease of 2.11 miles, or 3.80%.

**OPERATING EXPENSES.**

The Operating Expenses for the year were \$61,971,701 03, a decrease of \$918,600 21 compared with the previous year.

The expenses of Maintenance of Way and Structures were \$10,377,184 60; Maintenance of Equipment, \$13,737,535 32; Traffic Expenses, \$1,756,800 69; Transportation Expenses, \$35,697,961 43; Miscellaneous, \$722,635 21; General Expenses, \$1,862,938 89; and Transportation for Investment—Cr., \$2,138,355 11.

There was an increase in Maintenance of Equipment of \$112,439 68; in General Expenses of \$198,859 92 (due largely to the additional help required in preparing statistics for the Western Advance Rate Passenger and Freight Cases before the Inter-State and State Commissions) and Transportation for Investment—Cr., \$364,889 50.

There was a decrease in Maintenance of Way and Structures of \$344,915 08; in Traffic Expenses of \$42,820 78; in Transportation Expenses of \$1,150,972 29; and in Miscellaneous Operations of \$56,081 16.

During the year 39 steel bridges, aggregating 2,980 feet in length and 12 masonry bridges, aggregating 1,603 feet in length, were built—replacing 4,026 feet of wooden bridges, 407 feet of iron bridges and 150 feet of embankment; and 19,025 feet of wooden culverts were replaced with iron and concrete pipe. About 3 miles of pile bridges were filled with earth, 44 bridges having been completely filled and 43 reduced in length by filling.

**SUBSIDIARY COMPANIES.**

The operations for the fiscal year of the Subsidiary Companies named below, show the following results:

These Companies are operated independently and their Revenues and Expenses are not included in the statement of the Chicago Milwaukee & St. Paul Railway Company, shown on page 7 (Pamphlet Report.)

**TACOMA EASTERN RAILROAD COMPANY.**

Operating Revenues	\$405,162 20
Operating Expenses	322,050 46
Net Operating Revenue	\$83,111 74
Taxes Accrued	48,775 02
Operating Income	\$34,336 72
Rents Received	\$23,289 45
Hire of Equipment	46,658 17
Miscellaneous	337 89
	70,285 51
Gross Corporate Income	\$104,622 23
Deductions:	
Interest Accrued on Funded Debt	\$44,200 00
Interest paid Chicago Milwaukee & St. Paul Ry. Co.	140,166 71
Non-Operating Property Expenses	29,390 71
Rents Paid	900 00
Miscellaneous	213 25
	214,870 67
Net Corporate Deficit	\$110,248 44

**BELLINGHAM & NORTHERN RAILWAY COMPANY.**

Operating Revenues	\$197,716 04
Operating Expenses	146,233 90
Net Operating Revenue	\$51,482 14
Taxes Accrued	24,483 51
Operating Income	\$26,998 63
Other Income:	
Rents Received	\$7,058 71
Hire of Equipment	4,634 28
Sinking Fund	838 57
	12,531 56
Gross Corporate Income	\$39,530 19
Deductions:	
Interest Accrued on Funded Debt	\$29,425 00
Sinking Fund	16,836 25
Hire of Equipment	2,815 00
Rents Paid	2,305 00
Miscellaneous	159 92
	51,541 17
Net Corporate Deficit	\$12,010 98

**MILWAUKEE TERMINAL RAILWAY COMPANY.**

Operating Revenues	\$148,877 99
Operating Expenses	102,927 51
Net Operating Revenue	\$45,950 48
Taxes Accrued	8,446 83
Operating Income	\$37,503 65
Rents Received	1,999 05
Gross Corporate Income	\$39,502 70
Deductions:	
Interest paid Chicago Milwaukee & St. Paul Ry. Co.	\$41,699 71
Hire of Equipment	2,873 75
Non-operating Property Expenses	963 47
Rents Paid	570 54
	46,107 47
Net corporate deficit	\$6,604 77

**GALLATIN VALLEY RAILWAY COMPANY.**

Operating Revenues	\$113,614 70
Operating Expenses	88,772 81
Net Operating Revenue	\$24,841 89
Taxes Accrued	13,434 25
Gross Corporate Income	\$11,407 64
Deductions:	
Interest paid Chicago Milwaukee & St. Paul Ry. Co.	\$93,300 00
Hire of Equipment	14,144 40
	107,444 40
Net Corporate Deficit	\$96,036 76

**BIG BLACKFOOT RAILWAY COMPANY.**

Operating Revenues	\$57,327 61
Operating Expenses	30,824 56
Net Operating Revenue	\$26,503 05
Taxes Accrued	2,057 93
Operating Income	\$24,445 12
Income from Non-Operating Property	1,277 66
Gross Corporate Income	\$25,722 78
Deductions:	
Interest paid Chicago Milwaukee & St. Paul Ry. Co.	\$26,513 94
Hire of Equipment	13,896 73
Rents Paid	3,296 79
	43,707 46
Net Corporate Deficit	\$17,984 68

For details of operation, reference is made to the statements of the General Auditor, appended hereto.  
By order of the Board of Directors.

August 1915. **A. J. EARLING, President.**

**GENERAL BALANCE SHEET JUNE 30 1915.**

**ASSETS.**

Property Investment—	
Road and Equipment	\$564,740,361 95
Reserve for Accrued Depreciation—Cr.	7,597,064 97
	\$557,143,296 98
Securities:	
Securities of Controlled Companies—	
Unpledged:	
Stocks	\$9,026,833 90
Funded Debt	5,541,000 00
	14,567,833 90
Other Investments:	
Advances to Controlled Companies for Construction, Equipment and Betterments	\$34,993,758 54
Miscellaneous Investments:	
Physical Property	620,741 89
Investment Securities—Unpledged	47,582 05
	35,662,082 48
Total Capital Assets	\$607,373,213 36
Working Assets—	
Cash	\$15,426,097 28
Traffic and Car-Service Balances	17,961 28
Due from Agents and Conductors	2,264,099 83
Miscellaneous Accounts Receivable	3,402,908 76
Materials and Supplies	6,258,191 89
Other Working Assets	160,272 08
	29,529,531 12
Accrued Income Not Due—	
Unmatured Interest	570,334 99
Deferred Debt Items—	
Working Funds	\$166,427 79
Special Deposits	65,664 44
Taxes Paid applicable to period subsequent to June 30 1915	1,056,176 43
Cash and Securities in Sinking Funds	534,521 23
Securities in Insurance Fund	2,818,100 00
Other Deferred Debt Items	2,276,504 88
	6,917,394 77
	\$644,390,474 24

**LIABILITIES.**

Capital Stock—	
Common Stock:	
In Hands of Public	\$117,356,100 00
Held by Company	5,300 00
	\$117,361,400 00
Preferred Stock:	
In Hands of Public	\$115,845,800 00
Held by Company	429,100 00
	116,274,900 00
Premiums Realized on Capital Stock	36,183 87
Total Capital Stock	\$233,672,483 87
Funded Debt—	
Mortgage Bonds:	
In Hands of Public	\$224,703,200 00
Held by Company	125,884,300 00
	\$350,587,500 00
Debenture Bonds:	
In Hands of Public	\$131,443,454 66
Held by Company	102,200 00
	131,545,654 66
Total Funded Debt	\$482,133,154 66
Total Capital Stock and Funded Debt	\$715,805,638 53
Less Stock and Bonds unsold, held by the Company	124,236,800 00
Total Capital Liabilities	\$591,568,838 53
Working Liabilities—	
Bills Payable	\$30,280 20
Traffic and Car-Service Balances	554,623 71
Pay-Rolls and Vouchers	7,393,079 56
Miscellaneous Accounts Payable	389,248 00
Unclaimed Dividends	3,279 00
Interest Coupons not Presented	167,830 77
Matured Funded Debt	5,400 00
Other Working Liabilities	266,502 45
	8,810,243 69
Accrued Liabilities Not Due—	
Interest Accrued on Funded Debt	\$5,459,273 27
French Government Tax—European Loan of 1910	832,129 93
	6,291,403 20
Deferred Credit Items—	
Insurance Department Fund—Reserve	\$2,721,272 17
Other Deferred Credit Items—Reserve	550,730 41
	3,272,002 58
Appropriated Surplus—	
Reserves from Income or Surplus:	
Invested in Sinking Funds	543,611 23
	\$610,486,099 23
Profit and Loss—Balance:	
Surplus	33,904,375 01
	\$644,390,474 24

STATEMENT OF INCOME ACCOUNT, YEAR ENDING JUNE 30TH 1915.

<i>Operating Income—</i>	
Ball Operations:	
Operating Revenues	\$91,435,374 26
Operating Expenses	61,971,701 03
Net Operating Revenue	\$29,463,673 23
Taxes Accrued	4,746,721 21
Operating Income	\$24,716,952 02
<i>Other Income—</i>	
Interest Accrued on Bonds Owned	\$342,257 36
Dividends on Stocks Owned	515,191 00
Interest on Other Securities, Loans and Accounts	1,974,565 02
Rents—Received	487,987 73
Miscellaneous	329,711 97
Total Other Income	3,649,713 08
Gross Corporate Income	\$28,366,665 10
<i>Deductions from Gross Corporate Income—</i>	
Interest Accrued on Funded Debt	\$14,636,297 01
Rents—Paid	871,503 67
Hire of Equipment	173,808 97
Miscellaneous	716,772 05
Total Deductions from Gross Corporate Income	16,398,382 60
Net Corporate Income for Year Carried Forward to Credit of Profit and Loss	\$11,968,282 50

PROFIT AND LOSS ACCOUNT, JUNE 30TH 1915.

<i>DEBIT.</i>	
Insurance Department Reserve	\$11,500 00
Dubuque Division and Wisconsin Valley Division Sinking Funds	92,270 00
Extinguishment of book value of equipment destroyed, sold or taken down during the year	409,645 76
Net Loss on Property sold or abandoned and not replaced	118,626 26
Adjustment due to abandonment of property in connection with revision of line on Chicago & Council Bluffs in Iowa and Hastings and Dakota Divisions	3,320,996 37
Discount on General Mortgage and General and Refunding Mortgage Bonds	828,191 27
Miscellaneous Debits	7,557 87
Adjustment by reason of the acquisition of the property and accounts of the Chicago Milwaukee & Puget Sound Ry. Co. Dividend declared July 30th 1914:	300,207 56
3 1/2% on \$115,845,800 Preferred Stock	4,054,603 00
2 1/2% on \$116,350,100 Common Stock	2,921,252 50
Dividend declared January 19th 1915:	
3 1/2% on \$115,845,800 Preferred Stock	4,054,603 00
2 1/2% on \$116,350,100 Common Stock	2,921,252 50
Balance Credit June 30th 1915, carried to General Balance Sheet	33,904,375 01
	\$52,945,081 10
<i>CREDIT.</i>	
Balance June 30th 1914	\$40,860,896 18
Miscellaneous Credits	115,902 42
Balance for Year brought forward from Income Account	11,968,282 50
	\$52,945,081 10

[The comparative figures for several years of the income, disbursements, balance sheets, &c., are given on a preceding page.]

INTERBOROUGH RAPID TRANSIT COMPANY

ABSTRACTS FROM ANNUAL REPORT—FOR THE YEAR ENDED JUNE 30 1915.

No. 165 Broadway, New York, Sept. 1 1915.

To the Stockholders:

Your Board of Directors submits herewith its report of the operations of the Interborough Rapid Transit Company for the fiscal year ended June 30 1915.

The comparative income account for the years ended June 30 1915 and 1914 is:

COMPARATIVE STATEMENT OF INCOME ACCOUNT.

Year ended June 30—	1915.	1914.	Increase (+) or Decrease (—).
	\$	\$	\$
Gross Operating Revenue	33,433,742 81	33,515,395 69	—81,652 88
Operating Expenses	12,941,314 22	12,902,053 36	+39,260 86
Net Operating Revenue	20,492,428 59	20,613,342 33	—120,913 74
Taxes	2,133,980 09	2,081,948 43	+52,031 66
Income from Operation	18,358,448 50	18,531,393 90	—172,945 40
Non-Operating Income	623,631 25	612,852 55	+10,778 70
Gross Income	18,982,079 75	19,144,246 45	—162,166 70
Income Deductions	10,913,595 48	11,119,666 19	—206,070 71
Net Corporate Income for the Year	8,068,484 27	8,024,580 20	+43,904 01
Surplus June 30 1914 and June 30 1913	15,214,403 12	13,073,955 98	+2,141,447 14
Tax Refunds & Other Credits	17,476 90	23,059 32	—5,582 42
Totals	23,300,364 29	21,120,595 56	+2,179,768 73
Appropriated for:			
Taxes Prior Years, Amortization, Capital Retirements and Other Charges	791,255 71	656,192 44	+135,063 27
Dividends	7,000,000 00	5,250,000 00	+1,750,000 00
Total Appropriations	7,791,255 71	5,906,192 44	+1,885,063 27
Profit and Loss—Surplus	15,509,108 58	15,214,403 12	+294,705 46

The results from operation are shown in the following:

STATEMENT OF OPERATIONS FOR THE YEAR ENDED JUNE 30 1915.

Gross Operating Revenue	\$33,433,742 81
Operating Expenses	12,941,314 22
Net Operating Revenue	\$20,492,428 59
Taxes	2,133,980 09
Income from Operation	\$18,358,448 50
Non-Operating Income	623,631 25
Gross Income	\$18,982,079 75
Interest and Sinking Fund on City Bonds	\$2,360,066 03
Interest on Interborough Rapid Transit Company First and Refunding Mortgage 5% Gold Bonds	2,632,572 97
Interest on Manhattan Railway Consolidated Mortgage 4% Bonds	1,591,080 00
Interest on New York Elevated Railroad 5% Debenture Bonds	50,000 00
Manhattan Railway Rental (Organization)	35,000 00
Guaranteed Dividend—7% on Manhattan Railway Company Capital Stock	4,200,000 00
Interest on Unfunded Debt	37,500 00
Other Rent Deductions	7,376 48
Total Income Deductions	10,913,595 48
Net Corporate Income	\$8,068,484 27
Dividends on Interborough Rapid Transit Company Stock, (10%—10% extra)	7,000,000 00
Surplus	\$1,068,484 27
Per Cent Expenses to Earnings	38.71
Passengers Carried	647,378,266

OPERATING REVENUE.

Gross Operating Revenue for the year ended June 30 1915 was \$33,433,742 81, as compared with \$33,515,395 69 last year, a decrease of \$81,652 88, or 0.24%, the result of a gain on the Subway Division of \$283,236 91, or 1.61%, and a loss

on the Manhattan Railway Division of \$364,889 79, or 2.29%.

OPERATING EXPENSES.

Operating Expenses were \$12,941,314 22 as compared with \$12,902,053 36 last year, an increase of \$39,260 86, or 0.30%, the result of an increase on the Subway Division of \$31,252 38, or 0.50%, and an increase on the Manhattan Railway Division of \$8,008 48, or 0.12%.

The amount charged to Operating Expenses and credited to "Depreciation Reserve" was \$230,719 79 more than the previous year, whereas the expenditures for Maintenance showed a decrease of \$152,467 03, resulting in a net increase in charges for both Depreciation and Maintenance of \$78,252 76.

NET OPERATING REVENUE.

The Net Operating Revenue was \$20,492,428 59, as compared with \$20,613,342 33 last year, a decrease of \$120,913 74, or 0.58%, the result of a gain on the Subway Division of \$251,984 53, or 2.21%, and a loss on the Manhattan Railway Division of \$372,898 27, or 4.04%.

TAXES.

The total amount of Taxes was \$2,133,980 09 as compared with \$2,081,948 43 last year, an increase of \$52,031 66 or 2.50%; Subway Division shows an increase of \$56,183 36, or 14.55%, and the Manhattan Railway Division a decrease of \$4,151 70, or 0.24%.

GROSS INCOME.

Gross Income was \$18,982,079 75, as compared with \$19,144,246 45 last year, a decrease of \$162,166 70, or 0.85%, the result of a gain on the Subway Division of \$127,166 58, or 1.10%, and a loss on the Manhattan Railway Division of \$289,333 28, or 3.81%.

INCOME DEDUCTIONS.

Income Deductions were \$10,913,595 48 as compared with \$11,119,666 19 last year, a decrease of \$206,070 71. The interest on First and Refunding Mortgage 5% 53-Year Gold Bonds, chargeable against earnings for the twelve months ended June 30 1915, fell below the interest, sinking fund and amortization charges of the previous year, a variation incident to the refunding operations effective November 1 1913.

SURPLUS.

The Surplus over Dividends of 20% (including extra dividends of 10%) on the Capital Stock was \$1,068,484 27. On the basis of 10% dividends for one year the Surplus for 1915 would be \$4,568,484 27, as compared with \$4,524,580 26, a gain of \$43,904 01 in Surplus over the previous year. Your directors declared extra dividends amounting to 10% during the year payable out of the Surplus of the Company. Notwithstanding these extra dividend payments, there was an increase of \$294,705 46 in the Profit and Loss Surplus during the year.

FINANCIAL.

The capital stock of your Company remains at \$35,000,000. The issue of First and Refunding Mortgage 5% Gold Bonds dated January 1 1913, has been increased during the year by \$5,000,000, making the total amount outstanding as of June 30 1915 \$103,658,000. These bonds were issued for the following purposes:

To provide funds for Subway Contribution under Contract No. 3 dated March 19 1913	\$37,433,000
To provide funds for Elevated Third Tracking under Certificate dated March 19 1913	8,420,000
To provide funds for Elevated Extensions under Certificate dated March 19 1913	2,800,000
To provide funds for the Manhattan Division Power Plant Improvements	2,300,000
For the Refunding of \$15,000,000 notes due May 1 1913, and the Forty-Five-Year Mortgage 5% Gold Bonds called November 1 1913	52,615,000
	\$103,658,000

The above First and Refunding Mortgage 5% Gold Bonds are listed on both the New York and Lonsong stock exchanges. Under Contract No. 3 with the City of New York, dated March 19 1913, the Company is required to pay out of its own resources on the dates mentioned therein certain amounts representing depreciation upon its existing equipment, the total amounting to \$2,908,150. It was found that investing the sum of \$651,000 in New York City Revenue Bonds, the proceeds to be reinvested in this Company's First and Refunding Mortgage 5% Bonds, would produce a sum sufficient to pay the amounts referred to on the specified dates, and to fulfil these requirements of Contract No. 3, without further expense to the Company. This investment was accordingly made from the accrued amortization of capital reserve.

GENERAL REMARKS.

The Gross Earnings of your Company for the fiscal year ended June 30 1915 were substantially the same as last year. That there was no appreciable falling off at a time when practically all other transportation lines have been showing marked decreases is most gratifying.

It is interesting to note in this connection that this year witnessed the first interruption in the annually recurring increases in the Gross Earnings of your Company since the opening of the Subway for operation. This is due to the general business depression of the country. The 1915 earnings cannot, therefore, be used as a basis for estimating the earning power of your Company without taking into consideration the following cumulative increases of previous years, showing the phenomenal growth of the Company's operations.

GENERAL BALANCE SHEET JUNE 30 1915.

ASSETS.		LIABILITIES.	
FIXED CAPITAL	\$90,467,611 27	CAPITAL STOCK	\$35,000,000 00
INVESTMENTS	24,512,529 58	FUNDED DEBT	103,658,000 00
ADVANCES TO ASSOCIATED COMPANIES	2,398,306 73	MANHATTAN RAILWAY COMPANY, LEASE ACCOUNT	377,322 73
CURRENT ASSETS	18,010,592 21	CURRENT LIABILITIES	9,903,488 02
Cash	\$3,844,967 44	Interest and Rentals Accrued, not due	\$1,300,711 16
Cash advanced from General Fund for Manhattan Third Tracking (see contra)	1,600,000 00	Coupons due, not presented	27,271 56
Accounts Receivable	6,096,343 48	Dividends April 1st 1909 to April 1st 1915 inclusive on Manhattan Railway Company Capital Stock, unpaid	131 25
Bills Receivable	6,120 00	Dividends due July 1st 1915 on Manhattan Railway Company Capital Stock	1,050,000 00
Interest and Dividends Receivable	263,530 30	Dividends due July 1st 1915 on Interborough Rapid Transit Company Capital Stock	875,000 00
Material and Supplies	1,634,878 10	Interest due July 1st 1915 on First and Refunding Mortgage 5% Gold Bonds	2,591,450 00
Special Deposits:		Due for Wages	281,602 18
To meet Coupons due not presented	27,271 56	Accounts Payable	1,485,173 68
To meet Uncollected Dividends on Manhattan Railway Company Capital Stock	131 25	Taxes Accrued	689,055 19
To meet Dividend due July 1st 1915 on Manhattan Railway Company Capital Stock	1,050,000 00	Third Tracking Cash Liability for advances from General Fund (see contra)	1,600,000 00
To meet Dividend due July 1st 1915 on Interborough Rapid Transit Company Capital Stock	875,000 00	RESERVES	2,411,391 75
To meet Interest due July 1st 1915 on First and Refunding Mortgage 5% Gold Bonds	2,591,450 00	Accrued Amortization of Capital	\$2,292,637 17
Cash Deposit with State Industrial Commission	20,900 00	Manhattan Railway Equipment Reserve	102,154 08
CONSTRUCTION AND EQUIPMENT CASH FUNDS	22,272,649 92	Interest on Investment of Depreciation Reserve	16,600 50
Subway Contribution Cash	\$20,055,594 43	ITEMS AWAITING DISTRIBUTION	242,882 60
Manhattan Third Tracking Cash	86,240 37	SECURITIES IN TRUST FOR VOLUNTARY RELIEF FUND	68,644 01
Elevated Extension Cash	2,085,822 71	DEFERRED CHARGES	7,867,389 41
Manhattan Power House Cash	44,992 41	Unamortized Debt Discount and Expense	
PREPAYMENTS	1,036,711 72	TOTAL	\$167,102,193 68
Insurance	\$212,777 17		
Taxes	813,739 40		
Rents	10,195 15		

	1915.	1914.	1913.	1912.	1911.	1910.	1909.	1907.	1905.
	Per Cent of Gross	Per Cent of Gross	Per Cent of Gross	Per Cent of Gross	Per Cent of Gross	Per Cent of Gross	Per Cent of Gross	Per Cent of Gross	Per Cent of Gross
Revenue from Transportation	\$12,365,206 26	\$12,507,216 28	\$11,774,838 94	\$11,774,838 94	\$11,774,838 94	\$11,774,838 94	\$11,774,838 94	\$11,774,838 94	\$11,774,838 94
Other Operating Revenue	3,230 32	917,824 41	2,774,031 75	2,388 57	843,416 08	2,883 23	820,618 28	2,388 57	843,416 08
Total	\$15,595,436 58	\$13,425,040 69	\$14,548,870 69	\$14,163,227 51	\$12,618,255 02	\$14,601,721 21	\$12,601,456 92	\$14,163,227 51	\$12,618,255 02
Operating Expenses	\$13,920,000 00	\$13,920,000 00	\$13,920,000 00	\$13,920,000 00	\$13,920,000 00	\$13,920,000 00	\$13,920,000 00	\$13,920,000 00	\$13,920,000 00
Depreciation	\$6,012,118 18	\$6,012,118 18	\$6,012,118 18	\$6,012,118 18	\$6,012,118 18	\$6,012,118 18	\$6,012,118 18	\$6,012,118 18	\$6,012,118 18
Taxes	\$2,139,980 09	\$2,139,980 09	\$2,139,980 09	\$2,139,980 09	\$2,139,980 09	\$2,139,980 09	\$2,139,980 09	\$2,139,980 09	\$2,139,980 09
Interest on Bonds (Rental)	\$4,001,146 03	\$4,001,146 03	\$4,001,146 03	\$4,001,146 03	\$4,001,146 03	\$4,001,146 03	\$4,001,146 03	\$4,001,146 03	\$4,001,146 03
Manhattan Dividends (Rental)	\$4,235,000 00	\$4,235,000 00	\$4,235,000 00	\$4,235,000 00	\$4,235,000 00	\$4,235,000 00	\$4,235,000 00	\$4,235,000 00	\$4,235,000 00
Manhattan Cash Rental	\$38,000 00	\$38,000 00	\$38,000 00	\$38,000 00	\$38,000 00	\$38,000 00	\$38,000 00	\$38,000 00	\$38,000 00
Simple Plan 5% Bonds	\$2,832,572 97	\$2,832,572 97	\$2,832,572 97	\$2,832,572 97	\$2,832,572 97	\$2,832,572 97	\$2,832,572 97	\$2,832,572 97	\$2,832,572 97
Amortization	\$7,500 00	\$7,500 00	\$7,500 00	\$7,500 00	\$7,500 00	\$7,500 00	\$7,500 00	\$7,500 00	\$7,500 00
Interest on Unfunded Debt	\$7,376 48	\$7,376 48	\$7,376 48	\$7,376 48	\$7,376 48	\$7,376 48	\$7,376 48	\$7,376 48	\$7,376 48
Other Rental Deductions									
Total Deductions	\$13,920,000 00	\$13,920,000 00	\$13,920,000 00	\$13,920,000 00	\$13,920,000 00	\$13,920,000 00	\$13,920,000 00	\$13,920,000 00	\$13,920,000 00
Net Corporate Income	\$1,675,436 58	\$1,675,436 58	\$1,675,436 58	\$1,675,436 58	\$1,675,436 58	\$1,675,436 58	\$1,675,436 58	\$1,675,436 58	\$1,675,436 58
Net Operating Revenue	\$1,675,436 58	\$1,675,436 58	\$1,675,436 58	\$1,675,436 58	\$1,675,436 58	\$1,675,436 58	\$1,675,436 58	\$1,675,436 58	\$1,675,436 58
Net Operating Income	\$1,675,436 58	\$1,675,436 58	\$1,675,436 58	\$1,675,436 58	\$1,675,436 58	\$1,675,436 58	\$1,675,436 58	\$1,675,436 58	\$1,675,436 58

CONDENSED STATEMENT OF OPERATING RESULTS OF THE INTERBOROUGH RAPID TRANSIT COMPANY.



CHICAGO AND NORTH WESTERN RAILWAY COMPANY

FIFTY-SIXTH ANNUAL REPORT—FOR THE FISCAL YEAR ENDING JUNE 30 1915.

REPORT OF THE BOARD OF DIRECTORS.

To the Stockholders of the Chicago & North Western Railway Company:

The Board of Directors submit herewith their report of the operations and affairs of the Chicago & North Western Railway Company for the fiscal year ending June 30 1915.

The Inter-State Commerce Commission having prescribed new classifications of accounts, effective July 1 1914, the results for the preceding year shown in this report have been partially revised for the purpose of comparison.

Average number of miles operated.....	8,107.82
Operating Revenues:	
Freight.....	\$51,923,860 74
Passenger.....	20,528,443 46
Other Transportation.....	6,694,249 64
Incidental.....	1,633,121 46
Total Operating Revenues.....	\$80,779,675 30
Operating Expenses (69.78% of Operating Revenues).....	56,371,573 04
Net Revenue from Railway Operations.....	\$24,408,102 26
Railway Tax Accruals (5.59% of Operating Revenues).....	\$4,516,943 10
Uncollectible Railway Revenues.....	7,254 64
	4,524,197 74
Railway Operating Income.....	\$19,883,904 52
Non-operating Income:	
Rental Income.....	\$484,441 71
Dividend Income.....	1,600,227 00
Income from Funded Securities.....	5,505 83
Income from Unfunded Securities and Accounts, and Other Items.....	709,825 41
Total Non-operating Income.....	2,799,999 95
Gross Income.....	\$22,683,904 47
Deductions from Gross Income:	
Rental Payments.....	\$1,066,043 00
Interest on Funded Debt.....	9,595,615 81
Other Deductions.....	108,196 57
Total Deductions from Gross Income.....	10,769,855 38
Net Income.....	\$11,914,049 09
Disposition of Net Income:	
Sinking Funds.....	\$204,053 75
Dividends:	
8% on Preferred Stock.....	1,791,600 00
7% on Common Stock.....	9,108,015 00
Total Appropriations.....	11,103,668 75
Balance Income for the year.....	\$810,380 34

The results as compared with the preceding fiscal year were as follows:

Freight Revenue decreased.....	\$2,065,614 69
Passenger Revenue decreased.....	1,012,099 33
Other Transportation Revenue decreased.....	563,402 66
Incidental Revenue decreased.....	138,542 73
Total Operating Revenues decreased.....	\$3,779,659 41
Operating Expenses decreased.....	3,930,002 26
Net Revenue from Railway Operations increased.....	\$150,342 85
Railway Tax Accruals increased.....	\$264,152 81
Uncollectible Railway Revenues increased.....	7,254 64
	271,407 45
Railway Operating Income decreased.....	\$121,064 60

Of the Operating Expenses for the current fiscal year \$32,920,365 11, or 58.40%, was paid employees for Labor, as compared with \$34,098,916 25, or 56.55%, paid during the preceding fiscal year. The decrease of \$1,178,551 14 in the amount paid is accounted for as follows:

Decrease account less time worked.....	\$1,226,711 22
Increase account higher rates of compensation.....	48,160 08
	\$1,178,551 14

MILES OF RAILROAD.

The total number of miles of railroad owned

June 30 1915 was.....7,946.13 miles

In addition to which the company operated:

Through Ownership of Entire Capital Stock—	
Wolf River Valley Railway (Junction east of Elton to Van Ostrand, Wis.).....	1.98 "
Under Lease—	
De Pue Ladd & Eastern Railroad (Ladd to Seatonville, Ill.).....	3.25 miles
Belle Fourche Valley Railway (Belle Fourche to Newell, S. D.).....	23.52 "
James River Valley & North Western Railway (Blunt to Gettysburg, S. D.).....	31.55 "
Macoupin County Extension Railway (Hend to Staunton, Ill.).....	4.36 "
Iowa Southern Railway (Miami to Council Bluffs, Iowa).....	12.25 "
	82.93 "
Under Trackage Rights—	
Peoria & Pekin Union Railway (In the City of Peoria, Ill.).....	2.02 "
Chicago and Indiana Southern Railroad (Churchill to Ladd, Ill.).....	2.80 "
Union Pacific Railroad (Broadway Station, Council Bluffs, Iowa, to South Omaha, Neb.).....	8.73 "
Missouri Valley & Blair Railway and Bridge Company's track.....	3.36 "
Chicago St. Paul Minneapolis & Omaha Railway: Blair to Omaha, Neb.....	24.70 "
Elroy to Wyeville, Wis.....	22.79 "
In Sioux City, Iowa.....	2.28 "
Illinois Central Railroad (Sioux City to Wren, Iowa).....	10.10 "
	76.78 "
Total miles of railroad operated June 30 1915.....	8,107.82 "

The above mileage is located as follows:

In Illinois.....	824.53 miles
In Wisconsin.....	2,170.03 "
In Michigan.....	519.88 "
In Minnesota.....	650.30 "
In Iowa.....	1,633.14 "
In North Dakota.....	14.28 "
In South Dakota.....	1,093.15 "
In Nebraska.....	1,102.05 "
In Wyoming.....	130.46 "
Total.....	8,107.82 "

FREIGHT TRAFFIC.

The details of Freight Traffic for the year ending June 30 1915, compared with the preceding year, were as follows:

Freight Revenue.....	1914. \$53,989,475 43	1915. \$51,923,860 74	Decrease Amount. \$2,065,614 69	% 3.83
Tons of Revenue Freight Carried.....	1914. 43,309,643	1915. 40,399,215	Decrease Amount. 2,910,428	% 6.72
Tons of Revenue Freight Carried One Mile.....	1914. 6,229,944.171	1915. 6,216,280.599	Decrease Amount. 13,663.572	% .22
Average Revenue Received per Ton.....	1914. \$1 25	1915. \$1 29	Increase Amount. \$4 29	+3.20
Average Revenue Received per Ton per Mile.....	1914. .87 of a cent	1915. .84 of a cent	Decrease Amount. .03 of a cent	-3.45
Average Distance Each Revenue Ton was Hauled.....	1914. 143.85 miles	1915. 153.87 miles	Increase Amount. 10.02 miles	+6.97
Mileage of Freight and Mixed Trains.....	1914. 18,314,329	1915. 17,250,535	Decrease Amount. 1,063,794	-5.81
Average Number of Tons of All Freight Carried per Train Mile:				
East of Missouri River.....	1914. 442.36	1915. 479.68	Increase Amount. 37.32	+8.44
West of Missouri River.....	1914. 205.95	1915. 203.49	Decrease Amount. 2.46	-1.19
Whole Road.....	1914. 411.48	1915. 443.10	Increase Amount. 31.62	+7.68
Average Number of Tons of All Freight Carried per Loaded Car Mile.....	1914. 20.31	1915. 21.11	Increase Amount. .80	+3.94
Average Freight Revenue per Train Mile.....	1914. \$2 95	1915. \$3 01	Increase Amount. \$6 06	+2.03

PASSENGER TRAFFIC.

The details of Passenger Traffic for the year ending June 30 1915, compared with the preceding year, were as follows:

Passenger Revenue.....	1914. \$21,540,542 79	1915. \$20,528,443 46	Decrease Amount. \$1,012,099 33	% 4.70
Revenue Passengers carried.....	1914. 33,359,428	1915. 33,079,550	Decrease Amount. 279,878	-.83
Revenue Passengers Carried one Mile.....	1914. 1,173,435.140	1915. 1,130,297.641	Decrease Amount. 43,137.499	-3.68
Average Fare Paid per Passenger.....	1914. 65 cents	1915. 62 cents	Decrease Amount. 3 cents	-4.62
Average Rate Paid per Passenger per Mile.....	1914. 1.84 cents	1915. 1.82 cents	Decrease Amount. .02 cent	-1.09
Average Distance Traveled per Revenue Passenger.....	1914. 35.14 miles	1915. 34.17 miles	Decrease Amount. .97 miles	-2.76
Mileage of Passenger and Mixed Trains.....	1914. 21,537,781	1915. 21,372,414	Decrease Amount. 165,367	-.77
Average Passenger-train Revenue per Train Mile.....	1914. \$1 27	1915. \$1 22	Decrease Amount. \$5 57	-3.94

MAINTENANCE OF WAY AND STRUCTURES.

The total Operating Expenses of the Company for the year ending June 30 1915, were \$56,371,573 04; of this amount \$10,450,739 45 was for charges pertaining to the Maintenance of Way and Structures. Included in these charges is a large part of the cost of 59,969 tons of steel rails, the greater portion of which was laid in replacement of rails of lighter weight in 441.23 miles of track; also the cost of 2,583,111 new ties.

The charges for Maintenance of Way and Structures also include a portion of the cost of ballasting 49.08 miles of track with crushed stone, 146.34 miles with gravel, and 21.44 miles with cinders; the erection, in place of wooden structures, of 55 new steel bridges on masonry, aggregating 3,550 feet in length and containing 3,885 tons of bridge metal; and the replacement of other wooden structures with masonry arch and box culverts and cast-iron pipes, the openings being filled with earth. The wooden structures replaced by permanent work aggregate 8,929 feet in length.

The charges on account of Maintenance of Way and Structures for the year ending June 30 1915, compared with the preceding year, were as follows:

Cost of Rails—	1914. \$1,212,258 90	1915. \$998,965 82	Decrease Amount. \$213,293 08
New steel rails.....	1914. 996,460 61	1915. 842,610 97	Decrease Amount. 153,849 64
Usable and re-rolled rails.....	1914. 220,798 29	1915. 156,354 85	Decrease Amount. 64,443 44
	\$3,208,719 51	\$1,541,576 79	Decrease Amount. \$1,667,142 72
Less value of old rails and other items.....	1,484,363 53	1,191,307 88	Decrease Amount. 292,955 65
Net charge for rails.....	\$724,355 98	\$350,268 61	Decrease Amount. \$374,087 07
Cost of Ties.....	1,762,313 18	1,547,651 05	Decrease Amount. 214,662 13
Cost of Ballast.....	227,056 25	117,254 77	Decrease Amount. 109,801 48
Cost of Other Track Material.....	539,118 33	375,613 83	Decrease Amount. 163,504 50
Roadway and Track Labor and Other Expenses.....	5,073,539 12	4,480,656 40	Decrease Amount. 592,882 72
Total Charges for Roadway and Track.....	\$8,326,382 86	\$6,877,445 01	Decrease Amount. \$1,448,937 85
Other Charges Account Maintenance of Way and Structures were as follows:			
Bridges, Trestles and Culverts.....	\$937,863 85	\$833,833 69	Decrease Amount. \$104,030 16
Road Crossings, Fences, &c.....	331,200 62	296,673 21	Decrease Amount. 34,527 41
Signals and Interlockers.....	434,770 48	419,141 63	Decrease Amount. 15,628 85
Buildings, Fixtures and Grounds.....	1,229,186 84	995,745 24	Decrease Amount. 233,441 60
Docks and Wharves.....	63,975 41	85,453 05	Increase Amount. 21,477 64
Superintendence.....	522,712 02	515,022 78	Decrease Amount. 7,689 24
Roadway Tools & Supplies.....	150,540 57	130,502 96	Decrease Amount. 20,037 61
Sundry Misc. Charges.....	226,462 07	293,922 88	Increase Amount. 67,460 81
Total Charges Account Maintenance of Way and Structures.....	\$12,213,094 72	\$10,450,739 45	Decrease Amount. \$1,762,355 27

The above charges for Maintenance of Way and Structures for the current year amount to 18.54 per cent of the total Operating Expenses, as compared with 20.25 per cent for the preceding fiscal year.

**MAINTENANCE OF EQUIPMENT.**

The charges on account of Maintenance of Equipment for the year ending June 30 1915, compared with the preceding year, were as follows:

	1914.	1915.	Inc. or Dec.
Locomotives	\$4,831,466 36	\$4,740,217 79	-\$91,248 57
Passenger-Train Cars	1,252,013 63	1,268,877 15	+16,863 52
Freight-Train Cars	5,445,489 09	5,873,407 23	+427,918 14
Work Equipment	145,882 97	156,987 57	+11,104 60
Shop Machinery and Tools	229,921 15	170,396 43	-59,524 72
Superintendence	359,527 39	354,854 54	-4,672 85
Sundry Misc. Charges	94,187 14	84,194 47	-9,992 67

Total Charges Account Maintenance of Equipment \$12,358,487 73 \$12,648,935 18 \$ +290,447 45

The above charges for Maintenance of Equipment for the current year amount to 22.44 per cent of the total Operating Expenses, as compared with 20.49 per cent for the preceding fiscal year.

**RESERVE FOR ACCRUED DEPRECIATION ON EQUIPMENT.**

At the close of the preceding fiscal year there was a balance to the credit of the Equipment Reserve Accounts of \$6,089,239 37. During the year ending June 30 1915 there was credited to the Equipment Reserve Accounts on account of charges to Operating Expenses for Accrued Depreciation 2,323,461 58

\$8,412,700 95

And there was charged during the year against the above amount the Accrued Depreciation previously credited this account on Equipment retired or transferred from one class of service to another 263,281 48

Leaving a balance to the credit of the Equipment Reserve Accounts on June 30 1915 of \$8,149,419 47

**TRANSPORTATION EXPENSES.**

The Transportation Expenses of the Company for the year ending June 30 1915 were \$29,753,444 06, or 52.78 per cent of the total Operating Expenses. Of this amount \$19,268,640 36, or 64.76 per cent, was charged for labor; \$5,842,571 64, or 19.64 per cent, was charged for fuel for locomotives; and \$4,642,232 06, or 15.60 per cent, was charged for supplies and miscellaneous items. The decrease in the Transportation Expenses for the year ending June 30 1915 as compared with the preceding fiscal year, was \$2,195,793 88, or 6.87 per cent, distributed as follows:

Decrease in amount charged for labor	\$547,529 01
Decrease in amount charged for fuel for locomotives	1,093,155 48
Decrease in amount charged for supplies and miscellaneous items	585,109 39
	\$2,195,793 88

**CAPITAL STOCK.**

There was no change during the year in the Capital Stock and Scrip of the Company.

The Company's authorized Capital Stock is Two Hundred Million Dollars (\$200,000,000 00), of which the following has been issued to June 30 1915:

Common Stock and Scrip held by Public	\$130,117,028 82
Common Stock and Scrip owned by the Company	2,338,502 15
Total Common Stock and Scrip	\$132,455,530 97
Preferred Stock and Scrip held by Public	\$22,395,120 00
Preferred Stock and Scrip owned by the Company	3,834 50
Total Preferred Stock and Scrip	22,398,954 50
Total Capital Stock and Scrip, June 30 1915	\$154,854,485 53

**FUNDED DEBT.**

At the close of the preceding fiscal year the amount of Funded Debt, exclusive of Bonds in the Treasury and Due from Trustee, was \$214,870,000 00

The above amount has been decreased during the year ending June 30 1915 by Bonds and Equipment Trust Certificates redeemed or transferred as follows:

C. & N. W. Ry. Consolidated Sinking Fund Currency of 1915, 7%, matured Feb. 1 1918, viz.:	
Redeemed	\$12,669,000 00
Unpresented and transferred to "Current Liabilities"	163,000 00
	\$12,832,000 00
C. & N. W. Ry. Equipment Trust Certificates of 1912, 4 1/2%, redeemed, viz.:	
Series A	\$300,000 00
Series B	300,000 00
Series C	400,000 00
	1,000,000 00
C. & N. W. Ry. Sinking Fund of 1879, 6%, redeemed	6,000 00
C. & N. W. Ry. Sinking Fund of 1879, 5%, redeemed	183,000 00
M. L. S. & W. Ry. Extension and Improvement Sinking Fund Mfg., 5%, redeemed	26,000 00
C. & N. W. Ry. Sinking Fund Debentures of 1933, 5%, redeemed	251,000 00
Total Funded Debt Redeemed or Transferred	14,298,000 00

\$200,581,000 00

And the above amount has been increased by Bonds sold during the year, as follows:

C. & N. W. Ry. General Mortgage Gold Bonds of 1987, 5%, sold to reimburse the Company for past expenditures made for construction and in redeeming matured bonds 10,000 000 00

Total, June 30 1915 \$210,581,000 00

Net Decrease during the year \$4,298,000 00

**BONDS IN THE TREASURY AND DUE FROM TRUSTEE.**

At the close of the preceding fiscal year the amount of the Company's Bonds in the Treasury and due from Trustee, was \$4,173,000 00

The above amount has been increased during the year ending June 30 1915 as follows:

C. & N. W. Ry. 5% Sinking Fund Bonds of 1879, Redeemed	\$59,000 00
M. L. S. & W. Ry. 5% Extension and Improvement Sinking Fund Mortgage Bonds, Redeemed	17,000 00
C. & N. W. Ry. 5% Sinking Fund Debentures of 1933, Redeemed	131,000 00
C. & N. W. Ry. General Mortgage Gold Bonds of 1987 Due from Trustee in Exchange for Bonds Retired, viz.:	
C. & N. W. Ry. Consolidated Sinking Fund Currency, 7%	\$12,669,000 00
C. & N. W. Ry. Sinking Fund Bonds of 1879, 6%	6,000 00
C. & N. W. Ry. Sinking Fund Bonds of 1879, 5%	124,000 00
M. L. S. & W. Ry. Extension and Improvement Sinking Fund Mortgage, 5%	38,000 00
C. & N. W. Ry. Sinking Fund Debentures of 1933, 5%	124,000 00
	12,961,000 00
C. & N. W. Ry. General Mortgage Gold Bonds of 1987, Due from Trustee on Account of Construction Expenditures Made During the Year	1,000,000 00
	14,168,000 00

\$18,341,000 00

The Bonds on hand and due from Trustee have been decreased during the year as follows:

C. & N. W. Ry. General Mortgage Gold Bonds of 1937, 5%, Sold to Reimburse the Company for Past Expenditures Made for Construction and in Redeeming Matured Bonds	\$10,000,000 00
M. L. S. & W. Ry. Extension and Improvement Sinking Fund Mortgage, 5% Bonds, Retired	29,000 00
C. & N. W. Ry. 5% Sinking Fund Debentures of 1933, Retired	4,000 00
C. & N. W. Ry. 4 1/2% Equipment Trust Certificates of 1913, Retired	400,000 00
	10,433,000 00

Total June 30 1915 \$7,908,000 00

Net Increase during the year \$3,735,000 00

**CONSTRUCTION.**

The construction charges for the year ending June 30 1915 were as follows:

On Account of Elevating Tracks, viz.:

In River Forest, Illinois	\$142,738 84
Greenfield Avenue, north, Milwaukee, Wis.	285,188 73
	\$427,927 57

On Account of Extensions, viz.:

	Miles.	
Kington Extension, Wisconsin	15.60	\$94,515 11
Koopenciek Extension, Wisconsin	7.19	96,956 29
		191,471 40

Sundry Construction:

Land for Transportation Purposes	\$97,224 00
Buildings and Fixtures	459,039 15
Bridges, Trestles and Culverts	692,157 00
New Sidings, Yard Tracks and Spurs to Industries	227,333 74
Crossings and Signs	61,530 87
Signals and Interlockers	52,532 99
Reduction of Grade between Nelson and Peoria, Illinois	289,482 40
Betterment of Roadway and Track	694,869 53
Shop Machinery	50,490 41
Miscellaneous Construction, including Fences, Wharves and Docks, and other items	94,201 65
	2,718,863 33

Equipment:

40 Steam Locomotives, 5,000 Freight-Train Cars, 70 Passenger-Train Cars, and 260 Work Equipment Cars	\$6,292,698 95
Improvement of Equipment	403,681 03
	\$6,696,379 98

Less Original Cost of Equipment Retired, as follows:

30 Locomotives	\$236,780 30
2,639 Freight-Train Cars	1,420,108 78
26 Passenger-Train Cars	190,225 47
285 Work Equipment Cars	47,754 46
Other Items	32,169 29
	1,927,538 30
	4,768,841 68

Account Cost of Milwaukee, Sparta & North Western Ry.	\$8,107,103 98
Account Cost of Des Plaines Valley Ry.	14,340 44
Account Cost of St. Louis Peoria & North Western Ry.	10,402 87
	53,273 65
	\$8,185,320 94

**LANDS.**

During the year ending June 30 1915 3,663.84 acres and 88 town lots of the Company's Land Grant lands were sold for the total consideration of \$41,698 01. The number of acres remaining in the several Grants June 30 1915 amounted to 327,530.81 acres, of which 18,790.19 acres were under contract for sale, leaving unsold 308,740.62 acres.

Appended hereto [pamphlet report] may be found statements, accounts and statistics relating to the business of the fiscal year, and the condition of the Company's affairs on June 30 1915.

By order of the Board of Directors,

WILLIAM A. GARDNER,  
President.

CHICAGO AND NORTHWESTERN RAILWAY COMPANY GENERAL BALANCE SHEET JUNE 30 1915.

ASSETS		LIABILITIES.	
<i>Investments—</i>		<i>Capital Stock—</i>	
Road and Equipment—		Common Stock and Scrip, C. & N. W. Ry. Co., held by the Public.....	\$130,117,028 82
Balance to Debit of this Account June 30 1914.....	\$359,528,602 22	Preferred Stock and Scrip, C. & N. W. Ry. Co., held by the Public.....	22,395,120 00
Add Sundry Construction and Equipment Expenditures for the year ending June 30 1915, as see statement elsewhere herein.....	8,107,103 98	Common Stock and Scrip, C. & N. W. Ry. Co., owned by the Company.....	\$2,338,502 15
Account Cost of Milwaukee Sparta & North Western Railway.....	14,340 44	Preferred Stock and Scrip, C. & N. W. Ry. Co., owned by the Company.....	3,834 56
Account Cost of Des Plaines Valley Ry.....	10,602 87	Premium Realized on Capital Stock.....	2,342,336 71 29,657 75
Account Cost of St. Louis Peoria & North Western Railway.....	53,273 65		\$154,884,143 28
	\$367,713,923 16	<i>Long-Term Debt—</i>	
Cash and Securities in Sinking Funds.....	4,200,342 26	Bonds held by the Public.....	\$198,944,000 00
Miscellaneous Physical Property.....	1,254,788 92	Equipment Trust Certificates held by the Public.....	8,396,000 00
Investment in Affiliated Companies.....	14,685,605 17	Bonds held by Trustee account Sinking Funds.....	3,237,000 00
<i>Other Investments—</i>		Equipment Trust Certificates held by Trustee account Sinking Funds.....	4,000 00
\$2,000 Chicago St. Paul Minneapolis & Omaha Railway Debentures of 1930.....	\$2,051 25	Bonds owned by the Company and due from Trustee.....	4,308,000 00
149,200 Shares of Capital Stock of the Chicago St. Paul Minneapolis & Omaha Ry. Co.....	10,337,152 29	Equipment Trust Certificates of 1913 owned by the Company.....	3,600,000 00
41,715 Shares of Preferred Stock of the Union Pacific Railroad Company.....	3,910,575 93		218,489,000 00
	14,249,779 47	<i>Current Liabilities—</i>	
	\$402,054,438 98	Traffic and Car-Service Balances Due to Other Companies.....	\$1,626,795 93
<i>Current Assets—</i>		Audited Vouchers and Wages Unpaid.....	3,342,790 43
Cash.....	\$9,778,403 49	Miscellaneous Accounts Payable.....	201,668 11
Bills Receivable.....	1,712 35	Matured Interest and Dividends Unpaid.....	3,377,880 79
Traffic and Car-Service Balances Due from Other Companies.....	110,905 85	C. & N. W. Ry. Consolidated Sinking Fund Currency Bonds matured and unrepresented.....	163,000 00
Not Balance Receivable from Agents and Conductors.....	2,307,428 41	Unmatured Interest Accrued.....	1,906,774 99
Miscellaneous Accounts Receivable.....	1,858,672 06	Other Current Liabilities.....	133,939 38
Materials and Supplies.....	4,907,020 13		10,752,789 63
Other Current Assets.....	331,452 15	<i>Unadjusted Credits—</i>	
	19,385,594 44	Tax Liability.....	\$52,000 00
<i>Unadjusted Debits—</i>		Accrued Depreciation—Equipment.....	\$,149,419 47
Insurance Premiums Paid in Advance.....	\$47,102 17	Other Unadjusted Credits.....	419,268 22
Common Stock and Scrip, C. & N. W. Ry. Co., held in Treasury.....	2,338,502 15		8,020,687 69
Preferred Stock and Scrip, C. & N. W. Ry. Co., held in Treasury.....	3,834 56	<i>Corporate Surplus—</i>	
\$17,000 M. L. S. & W. Ry. Extension and Improvement Sinking Fund Mortgage Bonds held in Treasury.....	17,000 00	Sinking Fund on North Western Union Ry. Gold Bonds.....	\$1,680,649 09
\$131,000 C. & N. W. Ry. Sinking Fund Debentures of 1933 held in Treasury.....	131,000 00	Sinking Fund on W. & St. P. RR. Extension Gold Bonds.....	2,516,450 10
\$39,000 C. & N. W. Ry. 3% Sinking Fund Bonds of 1879 held in Treasury.....	59,000 00		4,197,099 19
\$3,600,000 C. & N. W. Ry. Equipment Trust Certificates of 1913, Series D, held in Treasury.....	3,600,000 00	Profit and Loss.....	35,875,758 00
\$4,101,000 C. & N. W. Ry. General Mortgage Gold Bonds of 1937, due from Trustee.....	4,101,000 00		
Other Unadjusted Debits.....	1,082,005 49		
	11,379,444 37		
	\$432,819,477 79		\$432,819,477 79

(On a preceding page are given comparative tables of income, disbursements, balance sheet, &c.)

CHICAGO, SAINT PAUL, MINNEAPOLIS AND OMAHA RAILWAY COMPANY

THIRTY-FOURTH ANNUAL REPORT—FOR THE FISCAL YEAR ENDING JUNE 30 1915.

To the Stockholders of the Chicago St. Paul Minneapolis & Omaha Railway Company:

The Board of Directors submit herewith their report of the operations and affairs of the Chicago St. Paul Minneapolis & Omaha Railway Company for the fiscal year ending June 30 1915.

The Inter-State Commerce Commission having prescribed new Classifications of Accounts, effective July 1 1914, the results for the preceding year, shown in this report, have been partially revised for the purpose of comparison.

Average number of miles operated, 1,752.81.

<i>Operating Revenues:</i>	
Freight.....	\$11,523,103 44
Passenger.....	4,983,699 89
Other Transportation.....	1,022,194 88
Incidental.....	312,349 47
Total Operating Revenues.....	\$17,841,347 68
Operating Expenses (87.86% of Operating Revenues).....	12,107,597 51
Net Revenue from Railway Operations.....	\$5,733,750 17
Railway Tax Accruals (5.69% of Operating Revenues).....	\$1,015,028 61
Uncollectible Railway Revenues.....	4,834 59
	1,019,863 20
Railway Operating Income.....	\$4,713,886 97
<i>Non-operating Income:</i>	
Rental Income.....	\$269,811 98
Dividend Income.....	46,351 00
Income from Funded Securities.....	15,220 00
Income from Unfunded Securities and Accounts and other items.....	24,111 61
Total Non-operating Income.....	355,494 59
Gross Income.....	\$5,069,381 56
<i>Deductions from Gross Income:</i>	
Rental Payments.....	\$673,696 23
Interest on Funded Debt.....	2,152,312 50
Other Deductions.....	24,288 17
Total Deductions from Gross Income.....	2,850,296 90
Net Income.....	\$2,219,084 66
<i>Disposition of Net Income:</i>	
Dividends—	
7% on Preferred Stock.....	\$787,976 00
7% on Common Stock.....	1,298,934 00
	2,086,910 00
Balance Income for the year.....	\$132,174 66

The results as compared with the preceding fiscal year were as follows:

Passenger Revenue decreased.....	\$432,010 30	
Other Transportation Revenue decreased.....	48,848 70	\$480,859 00
Freight Revenue increased.....	\$95,540 20	
Incidental Revenue increased.....	16,583 09	112,123 29
Total Operating Revenues decreased.....	\$368,735 71	
Operating Expenses decreased.....	726,519 41	
Net Revenue from Railway Operations increased.....	\$357,783 70	
Railway Tax Accruals increased.....	\$41,745 78	
Uncollectible Railway Revenues increased.....	4,834 59	46,580 37
Railway Operating Income increased.....	\$311,203 33	
Of the Operating Expenses for the current fiscal year, \$6,599,357 35, or 54.51 per cent, was paid employees for labor, as compared with \$6,966,716 33, or 54.28 per cent, paid during the preceding fiscal year. The decrease of \$367-358 98 in the amount paid is accounted for as follows:		
Decrease account less time worked.....	\$306,417 18	
Decrease account lower rates of compensation.....	60,941 80	\$367,358 98

MILES OF RAILROAD.

The total number of miles of railroad owned June 30 1915 was.....	1,683.22 miles
In addition to which the company operated:	
Under Trackage Rights—	
Northern Pacific Railway (Superior, Wis., to Rice's Point, Minn.).....	1.59 miles
Great Northern Railway (St. Paul to Minneapolis, Minn.).....	11.40 "
Minneapolis & St. Louis Railroad (Minneapolis to Merriam, Minn.).....	27.00 "
Illinois Central Railroad (Le Mars to Sioux City, Iowa).....	25.20 "
Sioux City Bridge Company (bridge across Missouri River and tracks at Sioux City, Iowa).....	4.90 "
Chicago & North Western Railway (Sioux City to Sioux City Bridge Company's track).....	.50 "
	60.59 miles
Total miles of railroad operated June 30 1915.....	1,752.81 "
The above mileage is located as follows:	
In Wisconsin.....	781.14 miles
In Minnesota.....	473.04 "
In Iowa.....	102.04 "
In South Dakota.....	88.20 "
In Nebraska.....	308.39 "
Total.....	1,752.81 "

In addition to the foregoing, the company owned and operated 183.03 miles of second track, located as follows:

In Wisconsin.....	157.09 miles
In Minnesota.....	24.23 "
In Nebraska.....	1.71 "
<b>Total.....</b>	<b>183.03 "</b>

**FREIGHT TRAFFIC.**

The details of Freight Traffic for the year ending June 30 1915, compared with the preceding year, were as follows:

	1914.	1915.	Amount.	%
Freight Revenue.....	\$11,427,563 24	\$11,523,103 44	\$95,540 20	.84
<i>Percentage of Increase (+), or Decrease (-).</i>				
Tons of Revenue Freight carried.....	8,466,632	8,791,488	+3.87	
Tons of Revenue Freight Carried One Mile.....	1,294,143.291	1,336,106.367	+3.24	
Average Revenue Received per Ton.....	\$1 35	\$1 31	-2.96	
Average Revenue Received per Ton per Mile.....	\$.88 of a cent	\$.86 of a cent	-2.27	
Average Distance each Revenue Ton was Hauled.....	152.85 miles	151.93 miles	-6.40	
Mileage of Freight and Mixed Trains.....	4,255,990	4,026,069	-5.40	
Average Number of Tons of All Freight Carried per Train Mile.....	330.67	360.13	+8.91	
Average Number of Tons of All Freight Carried per Loaded Car Mile.....	19.39	20.39	+5.16	
Average Freight Revenue per Train Mile.....	\$2 69	\$2 86	+6.32	

**PASSENGER TRAFFIC.**

The details of Passenger Traffic for the year ending June 30 1915, compared with the preceding year, were as follows:

	1914.	1915.	Amount.	%
Passenger Revenue.....	\$5,415,710 10	\$4,983,699 89	\$432,010 30	7.98
<i>Percentage of Decrease (-).</i>				
Passengers Carried.....	4,881,961	4,767,826	-2.34	
Passengers Carried One Mile.....	266,685,999	252,305,000	-5.39	
Average Fare Paid per Passenger.....	110.93 cents	104.53 cents	-5.77	
Average Rate Paid per Passenger per Mile.....	2.031 cents	1.975 cents	-2.76	
Average Distance Traveled per Passenger.....	54.63 miles	52.92 miles	-3.13	
Mileage of Revenue Passenger and Mixed Trains.....	4,510,630	4,349,764	-3.57	
Average Passenger Train Revenue per Train Mile.....	\$1 40	\$1 34	-4.29	

**MAINTENANCE OF WAY AND STRUCTURES.**

The total Operating Expenses of the Company for the year ending June 30 1915, were \$12,107,597 51; of this amount \$1,956,803 49 was for charges pertaining to Maintenance of Way and Structures. Included in these charges are \$130,942 38 for steel rails, \$229,376 56 for ties, and the cost of re-ballasting 24.01 miles with gravel and cinders, also part cost of replacing 1,934 feet of wooden bridging with permanent work.

During the year 11,408 tons of new steel rails and 6,446 tons of usable and re-rolled steel rails were laid in track, a greater portion of which replaced rails of lighter weight; 372,974 ties of all descriptions were laid in renewals.

The details of the charges to Maintenance of Way and Structures for the year, compared with the previous year, were as follows:

	1914.	1915.	Increase (+), or Decrease (-).
<b>Cost of Rails—</b>			
New steel rails.....	\$392,957 11	\$362,580 63	-\$29,476 48
Usable and re-rolled rails.....	143,572 52	138,315 69	-5,256 83
Less value of old rails and other items.....	\$535,629 63	\$500,896 32	-\$34,733 31
Net charge for rails.....	\$168,965 84	\$130,942 38	-\$38,023 46
Cost of Ties.....	525,034 70	229,376 56	-295,658 20
Cost of Ballast.....	51,996 80	20,270 06	-31,726 74
Cost of Other Track Material.....	89,442 67	117,233 06	+27,790 39
Roadway and Track Labor and Other Expenses.....	860,749 04	774,745 18	-86,003 86
<b>Total Charges for Roadway and Track.....</b>	<b>\$1,696,179 11</b>	<b>\$1,272,567 24</b>	<b>-\$423,611 87</b>
<b>Other Charges Account of Maintenance of Way and Structures were as follows:</b>			
Bridges, Trestles and Culverts.....	295,994 49	159,950 88	-136,043 61
Road Crossings, Fences, etc.....	70,010 91	64,003 35	-6,007 56
Signals and Interlocking plants.....	30,288 21	28,082 14	-2,206 07
Buildings, Fixtures & Grounds.....	244,206 25	207,458 28	-36,747 97
Docks and Wharves.....	2,636 23	Cr. 96 30	-2,732 53
Superintendence.....	111,551 70	107,451 21	-4,100 49
Roadway Tools and Supplies.....	23,742 73	24,502 41	+759 68
Sundry Miscellaneous Charges.....	152,578 97	92,884 28	-59,694 69
<b>Total Charges Account of Maintenance of Way and Structures.....</b>	<b>\$2,627,188 60</b>	<b>\$1,956,803 49</b>	<b>-\$670,385 11</b>

The above charges for Maintenance of Way and Structures for the current year amount to 16.16 per cent of the total Operating Expenses, as compared with 20.47 per cent for the preceding fiscal year.

**MAINTENANCE OF EQUIPMENT.**

The charges on account of Maintenance of Equipment for the year ending June 30 1915, compared with the preceding year, were as follows:

	1914.	1915.	Increase (+) or Decrease (-).
Locomotives.....	\$915,313 10	\$975,128 79	+59,815 69
Freight-train Cars.....	923,035 34	1,061,967 59	+138,932 25
Passenger-train Cars.....	287,841 23	265,800 71	-22,040 52
Work Equipment.....	33,067 42	35,127 09	+2,059 67
Shop Machinery and Tools.....	33,788 02	31,300 56	-2,487 46
Superintendence.....	63,083 07	68,029 43	+4,946 36
Sundry Miscellaneous Charges.....	46,995 43	38,704 54	-8,290 89
<b>Total Charges Account of Maintenance of Equipment.....</b>	<b>\$2,303,124 51</b>	<b>\$2,476,956 71</b>	<b>+\$173,832 20</b>

The above charges for Maintenance of Equipment for the current year amount to 20.46 per cent of the total Operating Expenses, as compared with 17.95 per cent for the preceding fiscal year.

**RESERVE FOR ACCRUED DEPRECIATION ON EQUIPMENT.**

At the close of the preceding fiscal year there was a balance to the credit of the Equipment Reserve Accounts of.....\$1,574,172 82

During the year ending June 30 1915 there was credited to the Equipment Reserve Accounts on account of charges to Operating Expenses for Accrued Depreciation.....417,274 83

And there was charged during the year against the above amount the Accrued Depreciation previously credited this account on Equipment retired or transferred from one class of service to another.....78,664 33

Leaving a balance to the credit of the Equipment Reserve Accounts on June 30 1915 of.....\$1,912,783 32

**TRANSPORTATION EXPENSES.**

The Transportation Expenses of the Company for the year were \$6,737,697 17, or 55.65 per cent of the Total Operating Expenses. Of this amount \$3,639,774 85, or 54.02 per cent, was for labor; \$1,922,464 65, or 28.53 per cent, was for fuel for locomotives, and \$1,175,457 67, or 17.45 per cent, was for supplies and miscellaneous items.

The total decrease in the charges as compared with the preceding year was \$195,205 38, distributed as follows:

Decrease in amount charged for labor.....	\$188,447 73
Decrease in amount charged for fuel for locomotives.....	121,627 28
Increase in amount charged for supplies and miscellaneous items.....	114,869 63
<b>Total.....</b>	<b>\$195,205 38</b>

**CAPITAL STOCK.**

No Stock was issued or sold during the year. The company's authorized Capital Stock is fifty million dollars (\$50,000,000), of which the following has been issued to June 30 1915:

Common Stock and Scrip held by the Public.....	\$18,559,086 69
Common Stock and Scrip owned by the Company.....	2,844,206 64
<b>Preferred Stock and Scrip held by the Public.....</b>	<b>\$11,259,911 63</b>
Preferred Stock and Scrip owned by the Company.....	1,386,921 66
<b>Total Capital Stock and Scrip, June 30 1915.....</b>	<b>\$34,050,126 62</b>

**FUNDED DEBT.**

Chicago St. Paul Minneapolis & Omaha Railway Consolidated Mortgage 6% Bonds of 1880, to the amount of \$41,000, were issued for a like amount of Chicago St. Paul & Minneapolis Railway First Mortgage 6% Bonds of 1878, retired.

The total of the Funded Debt on June 30 1915 was \$39,387,634 09, of which \$39,337,000 is outstanding, and the balance, \$50,634,09, is held in the Treasury of the Company.

**CONSTRUCTION.**

The construction charges for the year ending June 30 1915 were as follows:

Balance Cost of Terminal Improvements at Minneapolis, Minn.....	\$49,026 89
Balance Cost of Nicholas Street Viaduct, Omaha, Neb.....	24,954 59
Permanent Bridges (cost of new over old).....	132,826 44
Betterments of Roadway and Track.....	120,207 62
Sidings and Spur Tracks.....	31,064 13
Buildings.....	113,207 64
Machinery and Tools.....	9,135 81
Miscellaneous Charges.....	16,322 34
Cost of 2 Cafe Smoking Cars.....	33,907 69
Improvements to Equipment.....	34,687 51
<b>Total.....</b>	<b>\$665,340 66</b>
Less Original Cost of Equipment Retired as follows:	
10 Locomotives.....	\$137,800 00
1 Passenger-train Car.....	3,300 00
523 Freight-train Cars.....	311,935 28
4 Work Cars.....	2,750 00
Other Items.....	36,337 00
<b>Total.....</b>	<b>492,122 28</b>
<b>Total Construction Charges.....</b>	<b>\$173,218 38</b>

**LAND DEPARTMENT.**

The Net Receipts from all Grants were \$6,100 33. 4,200.83 acres were disposed of, leaving 72,905.19 acres unsold June 30 1915.

Appended hereto may be found Statements, Accounts and Statistics relating to the business of the fiscal year, and the condition of the Company's affairs on June 30 1915.

By order of the Board of Directors,

WILLIAM A. GARDNER,  
President.

CHICAGO, SAINT PAUL, MINNEAPOLIS AND  
OMAHA RAILWAY COMPANY GENERAL  
BALANCE SHEET JUNE 30 1915.

ASSETS.	
Investments:	
Road and Equipment—	
Balance to Debit of this Account June 30 1914	\$74,182,654 43
Add Sundry Construction and Equipment Expenditures for the year ending June 30 1915, as see statement elsewhere herein	73,218 33
Miscellaneous Physical Property	\$74,255,872 81
Investments in Affiliated Companies	220,387 40
Other Investments	529,680 78
	1,600 00
	\$75,007,540 99
Current Assets:	
Cash	\$900,204 19
Bills Receivable	1,855 83
Traffic and Car Service Balances Due from Other Companies	127,441 45
Net Balance Due from Agents and Conductors (including working funds)	442,295 30
Miscellaneous Accounts Receivable	435,318 36
Materials and Supplies	1,368,715 03
	3,275,830 16
Unadjusted Debts:	
C. St. P. M. & O. Ry. Co. Common Stock, held in Treasury	\$2,844,206 64
C. St. P. M. & O. Ry. Co. Preferred Stock, held in Treasury	1,386,921 66
Consolidated Mortgage Bond Scrip Due from Central Trust Company	634 09
S. S. M. & S. W. Ry. Co. First Mortgage Bonds held in Treasury	50,000 00
Other Unadjusted Debts	596,330 56
	4,878,092 95
	\$83,161,464 10
LIABILITIES.	
Capital Stock:	
Common Stock and Scrip held by the Public	\$18,559,086 69
Preferred Stock and Scrip held by the Public	1,259,911 63
	\$20,818,998 32
Common Stock and Scrip owned by the Company	2,844,206 64
Preferred Stock and Scrip owned by the Company	1,386,921 66
	4,231,128 30
	\$34,050,126 62
Long Term Debt:	
Bonds held by the Public	\$39,337,000 00
Bonds and Scrip owned by the Company	50,634 09
	39,387,634 09
Current Liabilities:	
Traffic and Car Service Balances Due to Other Companies	\$356,784 85
Audited Vouchers and Wages Unpaid	978,440 99
Miscellaneous Accounts Payable	104,321 45
Matured Interest and Dividends Unpaid	45,597 00
Unmatured Interest and Dividends	1,420,545 83
	2,905,690 12
Unadjusted Credits:	
Tax Liability	\$665,903 82
Premium on Funded Debt	107,786 19
Accrued Depreciation—Equipment	1,912,783 32
Other Unadjusted Credits	167,835 05
	2,844,311 38
	\$3,973,701 89
Profit and Loss	\$83,161,464 10

On a preceding page are given comparative tables of income disbursements, balance sheet, &c.

**Worcester (Mass.) Gas Light Co.—Notes.**—Kissel, Kinnicutt & Co. and Blake Bros. & Co. have sold at the prices stated last week, \$1,000,000 4½% coupon notes of \$1,000 each, dated Sept. 1 1915, due serially on Sept. 1 1917 to 1920, both incl. Int. M. & S. A circular shows:

Incorp. in 1851 in Mass. and does the entire gas lighting business of Worcester under a perpetual franchise. Value of plants, &c. (company's estimate), \$4,500,000. There is no bonded debt and no mortgage can be placed upon any property, now or hereafter owned, while any of the notes are unpaid, unless they are secured thereby. The proceeds of these notes will retire notes now outstanding. There is \$1,400,000 capital stock outstanding; from \$175 to \$300 per share. Dividends paid 11% yearly June 30 1904-1908; 11½% in 1909; 12% June 30 1909-1914, and 10% since. At present price of \$225 per share the outstanding stock represents an equity of over \$3,000,000.

**Earnings for Years ended June 30th—Averaging 3¼ Times Int. on these Notes.**

Year	1910-11	1911-12	1912-13	1913-14	1914-15
Gross receipts	\$681,677	\$704,868	\$808,112	\$888,143	\$842,737
Net income	200,706	187,965	165,180	123,947	126,501

The increased operating expenses in 1914 is partly explained by the rise in the price of oil for production of oil gas, which caused an increase of about \$40,000 per annum in expenses. This price has now been reduced and on present contracts the cost of oil gas is about the same as in 1913. The net earnings for July and August 1915, accordingly increased over 1914 by over 100%.—V. 101, p. 851.

CURRENT NOTICE.

—The 1915 edition of "Poor's Manual of Industrials" exceeds the 1914 issue in size by 412 pages of text, an increase made necessary by hundreds of new statements covering not only companies in which public interest has lately appeared, but late data as to reorganization plans, &c. In addition to the information as to industrial companies generally, including ordinance and copper stocks, there is an appendix for late information regarding railroads and utilities. This is the last book of the series for 1915 the two other volumes covering the steam railroads and the public utility properties. The three books, recognized authorities contain 7198 pages.

—A certificate of incorporation has been granted to Teller & Evers, Inc., Buffalo, N. Y., who will succeed to the business of Teller & Evers, of which firm the late Mr. George R. Teller was the senior partner. The business will continue under the management of Mr. Harry Evers, who has been elected President, the other officers being John L. Chittenden, Treasurer, and Mansby Kimball, Secretary.

—Samuel Goldschmidt, 25 Broad St., is offering by advertisement on another page \$100,000 Joplin Union Depot 1st Guaranteed 4½% Bonds due May 1940 at a price to yield over 5¼%. These bonds are guaranteed, principal and interest, jointly and severally by Atchison Topeka & Santa Fe Ry., Kansas City Southern Ry., Missouri Kansas & Texas Ry. and Missouri & Nor. Ark. RR.

The Commercial Times.

COMMERCIAL EPITOME

Friday Night, Sept. 17 1915.

The prolonged hot weather has affected certain lines of trade unfavorably, but there is nothing in the underlying situation to suggest that sentiment as to the future is less favorable. On the contrary, confidence is still noticeable. The high temperatures which have prevailed over the country have helped corn which is backward. Reports in regard to the state of trade in cotton goods are very encouraging. The demand for various lines has increased materially and at rising prices. The steel trade is prosperous. War orders are numerous. The railroads are purchasing more freely. The number of idle freight cars has decreased.

LARD quiet; prime Western 8.75c., refined for the Continent 9.30c., South America 9.45c., Brazil in kegs 10.45c. Futures advanced partly in sympathy with other provisions, which were strengthened by buying in the hedges.

DAILY CLOSING PRICES OF LARD FUTURES IN CHICAGO.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
September delivery cts.	8.02½	8.00	8.20	8.17½	8.02½	7.97
October delivery	8.02½	8.00	8.20	8.17½	8.02½	7.97
January delivery	8.57½	8.57½	8.72½	8.75	8.60	8.50

PORK steady; mess \$20@\$21, clear \$20@\$22, family \$21@\$23. Beef, mess, \$18 50@\$19, packet \$17@\$18, extra India mess \$29@\$30; pickled hams, 10 to 20 lbs., 12¼@13½c.; ditto, bellies, rib 12@13½c.; tallow 5½c. Butter, creamery, 21@27c.. Cheese, State, 12@15c. Eggs, fresh, 21@31c.

COFFEE dull; No. 7 Rio 6½c., No. 4 Santos 8¼@9c., fair to good Cuzco 9½@10c. Futures weakened under a certain amount of liquidation. Rio exchange declined. There was nothing stimulating in the Brazilian news. The Rio receipts have been only moderate but shipments increased. Receipts at Santos have been large. Cost and freight prices declined. To-day prices declined 4 to 12 points.

September cts.	6.04@6.06	January cts.	6.06@6.07	April cts.	6.22@6.23
October	6.01@6.03	February	6.11@6.12	May	6.27@6.28
November	6.01@6.03	March	6.17@6.18	June	6.32@6.33
December	6.01@6.03			July	6.37@6.38

SUGAR weakened; Centrifugal, 96-degrees test, 4.39c.; molasses, 3.62c.; granulated, 5.30c. Refiners have been cutting prices on granulated. England has bought 35,000 tons at 4.10c. in bond. Sales of Cuban raw have been made to refiners and speculators at 3½@3 7-16c. cost and freight. At the decline the domestic demand for granulated has been rather better to say nothing of the export business. But raw sugar has been dull. Trading in futures has been light.

OILS rather weaker; City raw, American, 54@55c.; boiled, 55@56c.; Calcutta, 75c. Cocoanut-Cochin, 10½@11½c.; Ceylon 9½@9¾c.; Castor, No. 3, 9@9½c.; Corn, 5.56@5.75c.; Palm-Lagos, 6¼@6½c. Lard prime 85@88c.; Cod, domestic, 43@44c. Cottonseed winter, 6.47@7.50c. Spirits of turpentine, 41½c. Common to good strained rosin \$3 25.

Pennsylvania dark	\$1 65	Wooster	\$1 30	Ragland	65c.
Tiona	1 65	North Lima	1 08	Illinois, above 30	degrees
Cabell	1 25	South Lima	1 08	Kansas and Okla.	1 00
Mercer black	1 23	Indiana	99c.	homa	80c.
New Castle	1 23	Princeton	1 13		
Corning	1 12	Somerset, 32 deg.	1 08		

PETROLEUM firm and in brisk demand; refined in barrels \$7 50@\$8 50; crude \$4@\$5; cases \$9 75@\$10 75; naphtha in 106-gallon drums 25½c.; drums \$8 50 extra. Gasoline, 86-degrees, 27c.; 74 to 76-degrees, 25@27c.; 68 to 70-degrees, 22@24c. Pittsburgh dispatches report a gusher on the W. J. Robinson farm in the 30-foot sand drilled by the National Oil & Gas Co.; it is said to have produced 850 barrels in 24 hours. Crude prices advanced.

TOBACCO quiet but steady. There is a certain demand for binder as manufacturers in some cases find their supplies running a little low. The crop of Wisconsin still looks to be small, owing to recent bad weather. Connecticut has been in moderate but steady demand. There is little business in Sumatra tobacco. Cuban leaf is steady enough, but the sales are far from large.

COPPER firmer; Lake, 17¼@18c.; electrolytic 17¾c. London has at times been reported distinctly stronger at some advance. Stocks abroad are said to be decreasing. Tin on the spot here quiet at 33¾c.; London prices have declined. Lead here on the spot 4.45c., showing some weakness with demand smaller. London weakened. Spelter here on the spot 13½c. and dull. Pig iron has been in better demand; No. 2 foundry Eastern \$15 25@\$15 75; No. 2 Southern \$11 50@\$12 50; Birmingham, structural steel in steady demand. Moreover, various steel companies have been inquiring for large quantities of basic iron following the recent sale of 50,000 tons to one company. Prices are everywhere strong. Railroad companies are increasing their purchases of material. Steel production is said to be largely sold for 1915 delivery. Sales of locomotives have latterly been the largest for months past. The inquiry for rails and cars is also increasing. The augmented demand from American railroad companies seems to be partly due to a fear that foreign business may largely monopolize the attention of American mills after January 1st. Tin plate business is less active but the sheet trade has increased, owing to the larger demand for automobiles, partly for export to Europe. Blue annealed sheets have risen \$1 to \$2 a ton. Very many look for a big business in steel in the first half of 1916.

**COTTON**

Friday Night, Sept. 17 1915.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening the total receipts have reached 176,839 bales, against 100,526 bales last week and 72,493 bales the previous week, making the total receipts since Aug. 1 1915 440,584 bales, against 184,752 bales for the same period of 1914, showing an increase since Aug. 1 1915 of 255,832 bales.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston	6,486	9,626	16,762	18,187	8,931	16,782	76,774
Texas City							
Port Arthur							
Aran. Pass. &c.						127	127
New Orleans	1,425	3,071	4,957	4,484	2,552	2,085	18,574
Mobile	1,251	269	1,521	582		730	4,489
Pensacola							549
Jacksonville, &c.							549
Savannah	7,580	9,000	9,336	6,034	8,190	11,759	51,899
Brunswick							2,000
Charleston	503	1,606	2,972	1,040	2,840	1,903	10,864
Wilmington	309	966	441	1,017		828	879
Norfolk	617	1,414	896	935		1,346	6,203
N'port News, &c.							423
New York						25	50
Boston			136	14			150
Baltimore							297
Philadelphia							
Totals this week.	18,171	25,952	37,021	32,203	25,091	38,311	176,839

The following shows the week's total receipts, the total since Aug. 1 1915 and the stocks to-night, compared with last year:

Receipts to September 17.	1915.		1914.		Stock.	
	This Week.	Since Aug 1 1915.	This Week.	Since Aug 1 1914.	1915.	1914.
Galveston	76,774	153,218	33,786	98,200	172,498	66,445
Texas City		10,726	375	1,858	13,517	2,898
Port Arthur		1,633	400	400		
Aran. Pass. &c.	127	712	684	2,033	654	2,682
New Orleans	18,574	61,640	3,114	12,367	119,003	48,802
Mobile	4,489	8,605	2,879	5,660	13,858	5,854
Pensacola		963				91
Jacksonville, &c.	549	1,499	1,027	1,602	236	91
Savannah	51,899	136,163	15,151	36,438	120,234	23,326
Brunswick	2,000	3,100	425	1,048	2,000	248
Charleston	10,864	15,424	3,469	6,432	42,464	8,965
Wilmington	4,440	10,923	1,491	2,625	38,128	5,965
Norfolk	6,203	35,818	2,082	5,652	36,156	14,127
N'port News, &c.	423	742	2,853	7,757		
New York	50	250		50	228,782	87,000
Boston	150	917	99	1,255	5,888	2,978
Baltimore	297	1,820	101	1,335	2,994	3,437
Philadelphia		2		50	1,931	1,491
Totals	176,839	440,584	67,936	184,752	798,343	274,962

In order that comparison may be made with other years, we give below the totals at leading ports for six seasons:

Receipts at—	1915.	1914.	1913.	1912.	1911.	1910.
Galveston	76,774	33,786	128,684	143,933	139,471	123,567
Texas City, &c.	127	1,459	15,173	15,592	862	897
New Orleans	18,574	3,114	16,290	10,434	14,863	10,758
Mobile	4,489	2,879	8,801	6,205	7,437	6,311
Savannah	51,899	15,151	77,432	34,408	94,952	59,404
Brunswick	2,000	425	3,050	17,000	11,325	3,558
Charleston &c.	10,864	3,469	28,256	11,194	22,199	11,711
Wilmington	4,440	1,491	16,970	9,368	19,369	16,636
Norfolk	6,203	2,082	3,758	9,160	16,758	8,902
N'port N., &c.	423	2,853	1,008	644		78
All others	1,046	1,227	2,596	515	707	736
Total this wk.	176,839	67,936	329,018	258,453	327,633	242,556
Since Aug. 1.	440,584	184,752	949,195	797,570	1,027,444	708,021

The exports for the week ending this evening reach a total of 68,361 bales, of which 33,329 were to Great Britain, 11,419 to France and 23,613 to the rest of the Continent. Exports for the week and since Aug. 1 1915 are as follows:

Exports from—	Week ending Sept. 17 1915.				From Aug. 1 1915 to Sept. 17 1915.			
	Great Britain.	France.	Continent.	Total.	Great Britain.	France.	Continent.	Total.
Galveston	19,186	11,419		30,605	39,025	11,419	16,919	67,363
Texas City					7,713		1,289	9,002
Pt. Arthur					163			163
New Orleans	3,643		18,684	22,327	18,472	1,760	45,734	65,966
Mobile					187			187
Pensacola					1,639			1,639
Savannah					432	2,058	9,765	12,255
Charleston	10,250			10,250	10,250			10,250
Wilmington							6,726	6,726
Norfolk	250			250	250			250
New York			4,229	4,229	7,760	7,160	61,702	76,622
Boston					162		466	628
Baltimore					7,402			7,402
Philadela.		200	200				400	400
San Fran.							8,474	8,474
Seattle							10,203	10,203
Tacoma			500	500			7,514	7,514
Total	33,329	11,419	23,613	68,361	93,455	22,397	160,102	286,044
Total 1914.	7,919		5,460	13,379	17,610	5	24,059	41,674

Note.—New York exports since Aug. 1 include 766 bales Peruvian and 21 West Indian to Liverpool.

In addition to above exports, our telegrams to-night also give us the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York.

Sept. 17 at—	On Shipboard, Not Cleared for—					Total.	Leaving Stock.
	Great Britain.	France.	Germany.	Other Foreign.	Coastwise.		
New Orleans	4,133	1,763			220	14,915	104,088
Galveston	20,783	9,720		21,762	1,689	53,954	118,544
Savannah	5,000			1,500	1,600	8,100	112,134
Charleston							42,464
Mobile	457		100		100	657	13,201
Norfolk					880	880	35,276
New York	400	600		3,500		4,500	224,282
Other ports	3,000			2,300		5,800	59,548
Total 1915.	33,773	12,083	100	38,361	4,489	88,805	709,537
Total 1914.	4,224	930	869	8,947	15,363	30,333	244,629
Total 1913.	57,477	7,776	61,517	19,564	11,461	157,798	220,398

Speculation in cotton for future delivery has been active at much higher prices. The rise was based partly on bad crop reports from Texas and other parts of the belt. Also Liverpool has been active and firm with spot sales of 12,000 to 15,000 bales a day. Manchester has been strong, with a good demand for cloths. Reports about the cotton goods trade in this country have been favorable. Moreover, an important factor has been the activity in the Southern spot markets at rising prices. The international situation in the opinion of some has a more pacific look than it did recently. It is hoped that the submarine dispute with Germany may shortly be settled, if it has not been settled already, in a manner so satisfactory to all concerned as to preclude the possibility of future friction on the subject. Meanwhile, large spot interests have been buying. Wall Street houses have bought. Some large cotton operators who for a time neglected cotton for war stocks have now, it is understood, returned to cotton on the bull side. A well-known Texas operator issued a very bullish interview early in the week in which he leaned strongly to the belief that, sooner or later, the price of cotton will go very much higher solely on the basis of supply and demand; adding that often in the past a large carryover so far preventing an advance has been powerless to stop it. The Census Bureau statement of the stock in consuming establishments as 1,116,190 bales August 31st, against 675,873 bales on the same date last year. This, had no effect. Every body seemed to consider it discounted. Bulls now contend that the American consumption this season may easily reach 6,500,000 to 7,000,000 bales. They think that stocks of cotton goods are very small all over the world. They think the loss of Germany and Austria to the export trade of this country is exaggerated; that it is really not 3,000,000 bales, the approximate yearly exports to those countries, but only about 1,000,000 bales their actual consumption—which will be made up elsewhere. And so on. Whatever may be said as to these arguments, they seem to have had no small effect. The outside public has evidently been buying cotton. The Waldorf-Astoria party was recently short, but covered and went long. New Orleans and the interior South have been buying. Rust, shedding and boll weevil damage have been the cardinal factors with many. They seem to encourage the belief that the crop is not over 12,000,000 bales, if it is as much as that—some say only 11,700,000 bales. And the bulls stick to it that the world's consumption of American cotton this season will probably be 15,000,000 bales. Also they lay stress on reports that foreign crops as well as American will be small. Germany and Austria are expected to buy freely in the United States and to store the cotton until after the return of peace. Many look for a very large demand from Europe after the close of the war. They add that peace may come as suddenly and unexpectedly as war came. Also they emphasize the importance of the visit of eminent English and French financiers to the United States to negotiate a loan of possibly \$500,000,000 to \$1,000,000,000 as something auguring well for the future of the American export trade by stabilizing rates for foreign exchange. On the other hand a recent advance of nearly \$9 a bale is believed by not a few to have discounted all possible bullish factors. Stocks are large at home and abroad. The war is expected to cause widespread and severe economy in Europe. The weather at the South has latterly been quite generally favorable. The size of the crop really depends largely upon the date of killing frost. Naturally, nobody knows when that will occur and therefore crop estimates lack conclusiveness. The short interest has been reduced. There must have been considerable pyramiding. The international situation is still considered to be fraught with disagreeable possibilities. The weekly Government weather report last Wednesday said that the change from the cool weather of the preceding week to dry weather was generally beneficial, especially in the Northern district, where late crops made rapid advancement. In Texas the plant is said to have responded less promptly to favorable conditions, and is still in a somewhat unsatisfactory state. To-day the market was irregular, closing at a small decline on long liquidation, favorable weather and bearish pressure. Middling upland closed at 10.90c., showing an advance of 80 points for the week.

The following averages of the differences between grades, as figured from the Sept. 16 quotations of the eleven markets, designated by the Secretary of Agriculture, are the differences established for deliveries in the New York market on Sept. 23.

Table with 2 columns: Cotton type and price. Includes items like Middling fair, Strict good middling, Good middling, etc.

The official quotation for middling upland cotton in the New York market each day for the past week has been:

Table showing Sept. 11 to Sept. 17 with columns for Sat., Mon., Tues., Wed., Thurs., Fri. and Middling uplands.

NEW YORK QUOTATIONS FOR 32 YEARS.

Table with 4 columns: Year, Price, Year, Price. Lists years from 1883 to 1908 and corresponding prices.

MARKET AND SALES AT NEW YORK.

Table with 4 columns: Day, Market, Futures, SALES. Includes rows for Saturday, Monday, Tuesday, Wednesday, Thursday, Friday, and Total.

FUTURES.—The highest, lowest and closing prices at New York for the past week have been as follows:

Large table with 7 columns: Day, Range, Closing. Lists futures prices for months from September to August.

QUOTATIONS FOR MIDDLING COTTON AT OTHER MARKETS.—Below are the closing quotations of middling cotton at Southern and other principal cotton markets for each day of the week.

Table with 7 columns: Week ending, Saturday, Monday, Tuesday, Wednesday, Thursday, Friday. Lists closing quotations for various markets.

NEW ORLEANS CONTRACT MARKET.—The highest, lowest and closing quotations for leading contracts in the New Orleans cotton market for the past week have been as follows:

Table with 7 columns: Day, Range, Closing. Lists contract market data for months from September to August.

THE VISIBLE SUPPLY OF COTTON to-night, as made up by cable and telegraph, is as follows. Foreign stocks, as well as the afloat, are this week's returns, and consequently all foreign figures are brought down to Thursday evening.

Table with 4 columns: Date, 1915, 1914, 1913, 1912. Lists visible supply for various locations like Liverpool, London, Manchester, etc.

Table with 4 columns: Location, 1915, 1914, 1913, 1912. Lists total visible supply for various regions like America, East India, etc.

Table with 4 columns: Location, 1915, 1914, 1913, 1912. Lists continental imports for various countries like India, Brazil, etc.

Continental imports for past week have been 38,000 bales. The above figures for 1915 show an increase over last week of 29,724 bales, a gain of 993,297 bales over 1914, an excess of 1,456,601 bales over 1913 and a gain of 1,373,424 bales over 1912.

AT THE INTERIOR TOWNS the movement—that is, the receipts for the week and since Aug. 1, the shipments for the week and the stocks to-night, and the same items for the corresponding period of the previous year—is set out in detail below.

Table with 7 columns: Towns, Receipts, Shipments, Stocks. Lists interior town data for various locations like Ala., Eufaula, Montgomery, etc.

The above totals show that the interior stocks have increased during the week 41,107 bales and are to-night 282,258 bales more than at the same time last year. The receipts at all towns have been 34,673 bales more than the same week last year.

OVERLAND MOVEMENT FOR THE WEEK AND SINCE AUG. 1.—We give below a statement showing the overland movement for the week and since Aug. 1, as made up from telegraphic reports Friday night.

	1915		1914	
	Week.	Since Aug. 1.	Week.	Since Aug. 1.
Sept. 17—				
Shipped—				
Via St. Louis.....	1,965	20,908	659	17,597
Via Cairo.....	1,488	5,047	215	2,716
Via Rock Island.....				
Via Louisville.....	293	2,296	670	2,765
Via Cincinnati.....	994	3,917	228	700
Via Virginia points.....	822	5,375	348	3,308
Via other routes, &c.....	2,644	33,009	1,937	2,936
Total gross overland.....	8,206	70,642	4,057	30,022
Deduct Shipments—				
Overland to N. Y., Boston, &c.....	497	2,989	200	2,690
Between interior towns.....	1,614	4,759	2,674	7,845
Inland, &c., from South.....	3,761	14,029	620	14,572
Total to be deducted.....	5,872	21,777	3,494	25,107
Leaving total net overland *.....	2,334	48,865	563	4,915

\* Including movement by rail to Canada.

The foregoing shows the week's net overland movement has been 2,334 bales, against 563 bales for the week last year, and that for the season to date the aggregate net overland exhibits an increase over a year ago of 43,950 bales.

	1915		1914	
	Week.	Since Aug. 1.	Week.	Since Aug. 1.
In Sight and Spinners' Takings.				
Receipts at ports to Sept. 17.....	176,839	440,584	67,936	184,752
Net overland to Sept. 17.....	2,334	48,865	563	4,915
Southern consumption to Sept. 17.....	65,000	445,000	60,000	390,000
Total marketed.....	244,173	934,449	128,499	579,667
Interior stocks in excess.....	41,107	27,844	47,712	71,409
Came into sight during week.....	285,280		176,211	
Total in sight Sept. 17.....		962,293		651,076
Nor. spinners' takings to Sept. 17.....	28,739	159,170	31,579	124,818

Movement into sight in previous years:

Week—	Bales.	Since Aug. 1—	Bales.
1913—Sept. 19.....	432,733	1913—Sept. 19.....	1,446,164
1912—Sept. 20.....	357,250	1912—Sept. 20.....	1,314,958
1911—Sept. 22.....	427,462	1911—Sept. 22.....	1,385,667

WEATHER REPORTS BY TELEGRAPH.—Telegraphic reports to us this evening from the South denote that the weather has continued favorable as a rule during the week, and as a result the picking of cotton has made excellent progress. Our Texas advices are to the effect that conditions in that State are still rather unpromising, bolls opening prematurely and weevils being active and on the increase.

Galveston, Tex.—Crop conditions in Texas are still unpromising. Bolls are reported opening prematurely. Weevils are active and are on the increase. It has rained on three of the week, the precipitation reaching eleven hundredths of an inch. The thermometer has ranged from 76 to 86, averaging 81.

Abilene, Tex.—Rain has fallen on four days of the week, the rainfall being one inch and eighty-five hundredths. Average thermometer 80, highest 94, lowest 66.

Brenham, Tex.—There has been rain on three days of the past week, the rainfall being ninety-four hundredths of an inch. The thermometer has averaged 83, the highest being 94 and the lowest 72.

Cuero, Tex.—It has rained on one day during the week. The precipitation reached twenty hundredths of an inch. The thermometer has averaged 82, ranging from 70 to 94.

Dallas, Tex.—We have had rain on one day during the week, the precipitation reaching twenty-six hundredths of an inch. Minimum thermometer 70.

Henrietta, Tex.—The week's rainfall has been one inch and sixty hundredths, on one day. Average thermometer 81, highest 94 and lowest 68.

Huntsville, Tex.—It has rained on one day of the week, the rainfall being sixty-four hundredths of an inch. The thermometer has averaged 81, the highest being 92 and the lowest 70.

Kerrville, Tex.—Rain has fallen on one day of the week, the precipitation being sixty hundredths of an inch. The thermometer has averaged 78, ranging from 67 to 90.

Lampasas, Tex.—We have had no rain. The thermometer has averaged 81, the highest being 94 and the lowest 68.

Longview, Tex.—It has rained on one day of the week, the precipitation being two hundredths of an inch. The thermometer has averaged 82, ranging from 70 to 94.

Luling, Tex.—We have had heavy rain on one day during the week, the precipitation reaching one inch. The thermometer has ranged from 70 to 94, averaging 82.

Nacogdoches, Tex.—Dry all the week. Average thermometer 78, highest 90, lowest 66.

Palestine, Tex.—It has rained on one day during the week, the precipitation being thirty-two hundredths of an inch. The thermometer has averaged 80, the highest being 90 and the lowest 70.

Paris, Tex.—We have had no rain during the week. The thermometer has ranged from 68 to 96, averaging 82.

San Antonio, Tex.—We have had rain on four days of the past week, the rainfall reaching one inch and fifty-two hundredths. Minimum thermometer 70, highest 94, average 82.

Taylor, Tex.—There has been rain on two days of the past week, the rainfall being one inch and fifty-two hundredths. Minimum thermometer 72.

Weatherford, Tex.—There has been rain on two days of the past week, the rainfall reaching sixty-six hundredths of an inch. The thermometer has averaged 79, ranging from 68 to 90.

Ardmore, Okla.—Rain has fallen on two days during the week, the precipitation reaching twenty hundredths of an inch. Thermometer has ranged from 64 to 94, averaging 79.

Mangum, Okla.—We have had rain on one day of the past week, to the extent of twenty hundredths of an inch. Average thermometer 83, highest 101, lowest 66.

Tulsa, Okla.—There has been rain on two days of the week, to the extent of eighty-three hundredths of an inch. The thermometer has averaged 81, the highest being 94 and the lowest 69.

Eldorado, Ark.—Dry all the week. The thermometer has averaged 81, ranging from 67 to 95.

Fort Smith, Ark.—Rain has fallen on one day during the week, the rainfall being one hundredth of an inch. The thermometer has ranged from 70 to 94, averaging 82.

Little Rock, Ark.—We have had no rain during the past week. Average thermometer 81, highest 92, lowest 71.

Alexandria, La.—There has been no rain the past week. The thermometer has averaged 83, the highest being 94 and the lowest 72.

New Orleans, La.—We have had rain on three days of the past week, the rainfall being thirty-one hundredths of an inch. The thermometer has averaged 80, ranging from 65 to 96.

Shreveport, La.—It has been dry all the week. The thermometer has ranged from 71 to 92, averaging 82.

Columbus, Miss.—We have had no rain the past week. Average thermometer 85, highest 101, lowest 70.

Holly Springs, Miss.—There has been no rain the past week. The thermometer has averaged 82, the highest being 93 and the lowest 70.

Vicksburg, Miss.—Rain has fallen on two days during the week, the rainfall reaching twenty-one hundredths of an inch. The thermometer has averaged 83, ranging from 72 to 94.

Decatur, Ala.—It has rained on one day of the week, the precipitation reaching four hundredths of an inch. The thermometer has ranged from 68 to 94, averaging 81.

Mobile, Ala.—Warm weather with scattered showers have been very favorable to cotton. Picking is progressing nicely. We have had rain on three days during the past week, to the extent of fifty-three hundredths of an inch. Average thermometer 82, highest 97, lowest 72.

Montgomery, Ala.—There has been rain on one day of the week, the rainfall being twenty-three hundredths of an inch. The thermometer has averaged 83, the highest being 94 and the lowest 72.

Selma, Ala.—We have had rain on three days of the past week, the rainfall being forty-five hundredths of an inch. The thermometer has averaged 80.5, ranging from 72 to 90.

Madison, Fla.—We have had rain on one day during the week, the precipitation reaching thirty hundredths of an inch. The thermometer has ranged from 73 to 94, averaging 83.

Tallahassee, Fla.—We have had rain on two days during the past week, to the extent of nineteen hundredths of an inch. Average thermometer 84, highest 97, lowest 70.

Albany, Ga.—We have had rain on one day the past week, to the extent of seventy hundredths of an inch. The thermometer has averaged 86, the highest being 102 and the lowest 71.

Athens, Ga.—We have had rain on two days of the past week, the rainfall being twenty-nine hundredths of an inch. The thermometer has averaged 80, ranging from 62 to 97.

Savannah, Ga.—It has rained on one day during the week, the rainfall reaching forty-two hundredths of an inch. The thermometer has ranged from 73 to 96, averaging 82.

Charleston, S. C.—This week's rainfall has been thirty-five hundredths of an inch on three days. Average thermometer 85, highest 100 and lowest 71.

Cheraw, S. C.—Dry all the week. The thermometer has averaged 81, the highest being 96 and the lowest 67.

Spartanburg, S. C.—It has been dry all the week. The thermometer has averaged 80, ranging from 65 to 95.

Charlotte, N. C.—Dry all the week. Thermometer has ranged from 69 to 93, averaging 81.

Goldboro, N. C.—We have had rain on two days the past week, the rainfall reaching one inch and thirty-six hundredths. Average thermometer 79, highest 97, lowest 60.

Weldon, N. C.—There has been rain on one day of the past week, the rainfall being five hundredths of an inch. The thermometer has averaged 79, the highest being 93 and the lowest 65.

Dyersburg, Tenn.—There has been no rain the past week. The thermometer has averaged 83, ranging from 71 to 95.

Memphis, Tenn.—Cotton is opening rapidly. Picking is general. We have had no rain during the week. The thermometer has ranged from 73 to 91, averaging 82.

Milan, Tenn.—Rain has fallen on one day during the week, the rainfall reaching three hundredths of an inch. The thermometer has averaged 80, ranging from 66 to 93.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 8 a. m. of the dates given:

	Sept. 17 1915.	Sept. 18 1914.
	Feet.	Feet.
New Orleans.....	13.8	4.8
Memphis.....	20.4	10.1
Nashville.....	8.7	8.0
Shreveport.....	5.8	0.9
Vicksburg.....	30.7	8.0





**BREADSTUFFS**

Friday Night, Sept. 17 1915.

Flour early in the week was in rather better demand, even though business was not really very active. Prices, too, were firmer in response to some advance in wheat. But later in the week the demand fell off somewhat. In fact trade as a rule has latterly been only moderately active. Buyers as a class do not seem at all convinced that an advance in wheat at this time is to be more than temporary, especially if the Allies should force the Dardanelles and thus release the enormous supplies of Russian wheat to compete with American in the markets of Western Europe. Many or most people still pursue the policy of buying from hand to mouth. The total production last week at Minneapolis, Duluth and Milwaukee was 406,445 bbls., against 376,105 in the previous week and 402,505 last year.

Wheat advanced early in the week, owing to heavy rains in the American and Canadian Northwest. Cash premiums at the Northwest were thereby strengthened. Northwestern markets became very firm. The crop movement, too, though large, was not so large as was generally expected. And the world's available stocks are still far smaller than they were at this time last year and two years ago. That is to say, they are only 81,000,000 bushels, against 123,100,000 bushels a year ago and 133,600,000 at this time in 1913. In other words, the present stock is some 42,000,000 bushels smaller than a year ago and 52,000,000 smaller than at this time in 1913. Russian advices report general rain, in parts heavy, with storms over a wide area of the agricultural districts. Late harvesting is being delayed in Russia and the movement interfered with. Storing is on a large scale, but facilities are inadequate to cope with the movement, and therefore much will be affected by the rain. There are practically no shipments for export from Russia, as Northern ports are congested with military arrangements. In Germany it is understood that fodder crops at least are poor. The Punjab of India is very dry. France's crops are deficient especially in the Southern portion. The supplies in France are insufficient and she will have to import freely. In the United Kingdom the crop is only an average one and offerings have been light of late even at firm prices. In Argentina heavy rains are needed, with a drought pronounced over a wide area. Much apprehension is expressed in Argentina about the crop. In Italy the weather has been very wet and the prospects have been lowered. Italian supplies are light and Italy will be forced to import heavily. In Hungary the crop of wheat and rye are a bare average; those of oats barley and fodder are poor. In other words, while the American crop promises to be the largest ever known, those of some other countries, seemingly are menaced either by drought or wet weather or actually cut down by military operations. Therefore, later on, especially if foreign exchange rates here should be stabilized by a loan of \$500,000,000 to \$1,000,000,000, European purchases of American wheat may be very large. There is some tendency already towards a larger foreign buying here. Yet, on all advances there has been heavy selling in American markets. The short interest has been greatly reduced. Also the opening of the Dardanelles, which is beginning to be more talked about as a possibility in the not very distant future, would, many think, flood Europe with Russian wheat. It is estimated, too, that the United States will have a surplus for export of 375,000,000 bushels. Some doubt whether Europe will be ready to take that much, or anything like it, if the Dardanelles, as a result of more vigorous operations by the Allies on the peninsula of Gallipoli should be opened up within the next few months. And, in spite of all drawbacks, one estimate of the world's crop is 4,150,000,000 bushels, against 3,652,000,000 bushels last year. This estimate includes 2,170,000,000 bushels in Europe, against 1,959,200,000 last year, whatever may be said to this idea, and Canada is estimated at 224,000,000, against 160,000,000 last year; India, 383,200,000 bushels, against 314,000,000 last year. It is claimed in some quarters that the total exportable surplus of the world, excluding Russia and Rumania, will be about 750,000,000 bushels, whereas European requirements are put at only 440,000,000 bushels and non-European at 65,000,000 bushels. Whether such figures can be accepted with anything like literalness or not, there is for the time being at least an undercurrent of more or less "bearish" sentiment based primarily on the prospects of an American crop approximating 1,000,000,000 bushels and a growing belief that the Dardanelles will be forced by the Allies. Also, the idea that there is still a possibility of a break between the U. S. and Germany has caused selling. To-day the market was unsettled. September advanced owing to the strength of the cash position, but other months ended lower on favorable weather and liquidation.

**DAILY CLOSING PRICES OF WHEAT FUTURES IN NEW YORK.**

No. 2 red	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
cts.	120 3/4	121 3/4	122 3/4	122 3/4	125 3/4	128
September delivery in elevator	113	112	114 1/2	114 1/2	117	118 1/2

**DAILY CLOSING PRICES OF WHEAT FUTURES IN CHICAGO.**

September delivery in elevator	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
cts.	99 1/2	99 3/4	101 3/4	100 1/2	103	104 1/2
December delivery in elevator	95	95 1/2	95 3/4	94	96 1/2	95 1/2
May delivery in elevator	98 1/2	98 3/4	99	97 1/2	99 1/2	98 1/2

Indian corn early in the week was inclined to be firm, owing to a fear of frost, but weakened later on reports of the best growing weather seen for many weeks past. Also there have been free offerings of Argentina corn at the seaboard. A cargo of Argentina corn was bought to come to the United

States at a price lower than that for American for September delivery at Chicago. Meantime crop reports from our corn belt are more cheerful, owing to hot weather. It is assumed very generally that the crop in this country will approximate 3,000,000,000 bushels, the largest with one exception in American history. And possibly a significant straw is that an Eastern manufacturing company is said to be operating its plant almost entirely with Argentina corn. Country offerings of American corn are increasing. The export demand remains in abeyance. Liverpool has been weaker with a poor spot demand and liberal offerings from the River Plate. In fact Argentina just now seems to be the *enfant terrible* of the trade. To-day the market was irregular, closing lower on increased country offerings and long liquidation.

**DAILY CLOSING PRICES OF NO. 2 MIXED CORN IN NEW YORK.**

No. 2 yellow	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
cts.	88 3/4	86 1/4	86 1/4	84 3/4	85 3/4	85 1/4

**DAILY CLOSING PRICES OF CORN FUTURES IN CHICAGO.**

September delivery in elevator	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
cts.	72 3/4	71 3/4	71 1/2	71 3/4	72 3/4	72 1/2
December delivery in elevator	57 1/2	56 3/4	56 3/4	56 3/4	57	56 3/4
May delivery in elevator	58 1/2	57 1/2	58	58	58 1/2	58

Oats have fluctuated within narrow limits. They have faintly reflected the price movement of corn. Country offerings, however, have been small. Wet weather has delayed threshing. The American available supply increased last week 2,950,000 bushels against an increase in the same time last year of 2,250,000 bushels, but the total stock still amounts to only 11,325,000 bushels, or 18,000,000 bushels less than a year ago and 29,000,000 less than at this time in 1913. While interior points have offered sparingly, there has been a fair domestic shipping demand. On the other hand, export trade has been slim. The Government ruling against sulphur shipments apparently tended somewhat for the time being to restrict demand. Meantime the indications point to a crop of 1,450,000,000 bushels. Liverpool advices state that prices of oats have been maintained both in England and France. This in spite of the fact that the consumption in the United Kingdom has lessened as fodder crop turned out favorably and reserve stocks of oats are fair. In France the reserves are light with the native crop so disappointing that France will continue to buy foreign oats. Italy's crop of oats is small and it is beginning to buy foreign oats as military requirements are enormous. In Argentina the prospects for the oats crop are less favorable. To-day prices were irregular, September being firmer on buying by cash interests and other months being easier on increased country offerings and selling by commission houses.

**DAILY CLOSING PRICES OF OATS IN NEW YORK.**

Standards	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
cts.	50 @ 55	50 @ 55	Nom.	Nom.	Nom.	Nom.
No. 2 white	Nom.	Nom.	Nom.	Nom.	Nom.	Nom.

**DAILY CLOSING PRICES OF OATS FUTURES IN CHICAGO.**

September delivery in elevator	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
cts.	36 3/4	36 3/4	36 3/4	36 3/4	37 3/4	37 3/4
December delivery in elevator	36 3/4	36 3/4	36 3/4	36	36 3/4	36 3/4
May delivery in elevator	38 3/4	38 1/2	39 3/4	38 1/2	38 3/4	38 3/4

The following are closing quotations:

**GRAIN.**

Wheat, per bushel—f. o. b.	Corn, per bushel—	Cts.
N. Spring, No. 1, new	No. 2 mixed	f. o. b. nom.
N. Spring, No. 2	No. 2 yellow	c. l. f. 85 3/4
Red winter, No. 2, new	No. 3 yellow	
Hard winter, No. 2	Argentina in bags	
Oats, per bushel, new	Rye, per bushel—	
Standard	New York	\$1 01 @ 1 02
No. 2, white	Western, No. 2, new	
No. 3, White	Barley—Malting	64 @ 66

**FLOUR.**

Winter, low grades	\$4 10 @ \$4 35	Kansas straights, sacks	\$5 10 @ \$5 50
Winter patents	5 60 @ 5 75	Kansas clears, sacks	4 90 @ 5 10
Winter straights	5 00 @ 5 25	City patents	
Winter clears	4 75 @ 5 00	Rye flour	5 00 @ 6 00
Spring patents	5 20 @ 6 70	Buckwheat flour	
Spring straights	5 00 @ 5 10	Graham flour	5 65 @ 5 75
Spring clears	4 75 @ 5 00		

**WEATHER BULLETIN FOR THE WEEK ENDING SEPT. 13.**—The influences of weather on the crops as summarized in the weather bulletin issued by the Department of Agriculture for the week ending Sept. 13 were as follows:

**WHEAT.**—Cloudy weather with frequent showers during the latter part of the week greatly interfered with thrashing in the spring wheat States. In the winter wheat States, however, the weather was generally much more favorable and thrashing proceeded without material interruption. Plowing for winter wheat progressed satisfactorily, although the ground is reported as getting hard and dry in a few localities. Other preparations for fall seeding are progressing and some wheat has been sown in the more northern portions of the belt, and winter oats are being sown in the South.

**CORN.**—The continued warm and dry weather over much of the corn belt greatly improved the outlook for the safe maturing of a large crop, although in Iowa and portions of surrounding States further rains delayed ripening, and several weeks of favorable weather are still necessary to bring the later planted to maturity.

Some damage to corn in the far Northwest from severe cold has already occurred and further progress of the cold area eastward will threaten the proper maturing of much more. Over the more eastern districts the weather was ideal for maturing and ripening, and in the South an excellent crop of late corn is now practically assured.

**COTTON.**—The change from the cool weather of the preceding week to the hot and dry weather of the week just ended was generally beneficial to cotton, especially in the northern districts, where the late crop made rapid advancement, and in the eastern and central districts, where the bolls opened rapidly, and picking became general and made good progress. In Texas the crop appears not to have responded so promptly to the more favorable conditions and it is reported as in a somewhat unsatisfactory condition. Damage by boll weevil is increasing and the outlook for a fair top crop is poor. The crop in Oklahoma appears to have responded to the better weather and is now reported as doing well, and improvement is noted in Arkansas.

For other tables usually given here, see page 399.

The visible supply of grain, comprising the stocks in granary at principal points of accumulation at lake and seaboard ports Sept. 11 1915 was as follows:

UNITED STATES GRAIN STOCKS.

In Thousands—	Amer. Bonded		Amer. Corn		Amer. Oats		Amer. Rye		Amer. Barley	
	Wheat bush.	Wheat bush.	Corn bush.	Oats bush.	Oats bush.	Oats bush.	Rye bush.	Barley bush.	Barley bush.	Barley bush.
New York	437	—	18	301	—	—	13	3	—	—
Boston	—	—	—	1	19	—	—	1	58	—
Philadelphia	655	—	69	137	—	—	136	1	—	—
Baltimore	725	—	117	443	—	—	114	—	—	—
New Orleans	1,192	—	247	133	—	—	—	—	—	—
Galveston	502	—	8	—	—	—	—	—	—	—
Buffalo	304	—	110	586	—	—	17	36	—	—
Toledo	176	—	40	437	—	—	4	—	—	—
Detroit	84	—	23	141	—	—	26	—	—	—
Chicago	353	—	334	3,207	—	—	35	28	—	—
Altoona	—	—	172	—	—	—	—	—	—	—
Milwaukee	8	—	27	356	—	—	16	40	—	—
Duluth	1,731	43	—	132	—	—	84	434	—	—
Newport News	350	—	—	66	—	—	3	—	—	—
Minneapolis	204	—	9	474	—	—	8	197	—	—
St. Louis	400	—	67	397	—	—	6	—	—	—
Kansas City	332	—	62	82	—	—	4	—	—	—
Peoria	5	—	17	751	—	—	—	—	—	—
Indianapolis	217	—	162	152	—	—	—	—	—	—
Omaha	159	—	99	171	—	—	3	19	—	—
On Lakes	640	—	123	142	—	—	203	125	—	—
On Canal and River	40	—	—	—	—	—	—	—	—	—
Total Sept. 11 1915	8,553	43	1,710	8,147	—	—	772	931	—	—
Total Sept. 4 1915	7,747	23	2,415	5,736	—	—	537	764	—	—
Total Sept. 12 1914	31,774	97	5,653	23,764	25	—	665	2,574	—	—

CANADIAN GRAIN STOCKS.

In Thousands—	Canadian Bonded		Canadian Corn		Canadian Oats		Canadian Rye		Canadian Barley	
	Wheat bush.	Wheat bush.	Corn bush.	Oats bush.	Oats bush.	Oats bush.	Rye bush.	Barley bush.	Barley bush.	Barley bush.
Montreal	1,558	—	12	547	—	—	—	12	—	—
St. William & Pt. Arthur	1,936	—	—	107	—	—	—	—	—	—
Other Canadian	121	—	—	311	—	—	—	—	—	—
Total Sept. 11 1915	3,615	—	12	965	—	—	—	12	—	—
Total Sept. 4 1915	1,848	—	3	1,018	—	—	—	4	—	—
Total Sept. 12 1914	5,249	—	109	732	—	—	—	47	—	—

SUMMARY.

In Thousands—	Bonded		Corn		Oats		Rye		Barley	
	Wheat bush.	Wheat bush.	Corn bush.	Oats bush.	Oats bush.	Oats bush.	Rye bush.	Barley bush.	Barley bush.	Barley bush.
American	8,553	43	1,710	8,147	—	—	772	931	—	—
Canadian	3,615	—	12	965	—	—	—	12	—	—
Total Sept. 11 1915	12,168	43	1,722	9,112	—	—	772	943	—	—
Total Sept. 4 1915	9,635	23	2,418	6,814	—	—	537	768	—	—
Total Sept. 12 1914	40,023	97	5,761	24,496	25	—	665	2,621	—	—

THE DRY GOODS TRADE

New York, Friday Night, Sept. 17 1915.

Dry goods markets have been fairly active during the week, although the exceptionally warm weather has restricted the distribution of fall and winter goods. Jobbers and commission brokers state that many shipments are held up which would have gone forward before this if the weather had been cooler. A steadily rising cotton market continues to exert considerable influence upon the market for finished goods, and manufacturers are holding their lines at very firm levels, particularly for future delivery. Mills being well covered ahead with business on staple lines, in view of the advancing price of spot cotton and weaving yarns, are inclined to make an upward revision in their price lists. Buyers, on the other hand, are more willing to cover their requirements at present prices, fearing a higher tendency from now on. The opening of certain lines of standard dress gingham for next spring at prices a half cent under those of last season, and the revisions made on competing lines to meet the reduction, were the features of the week. As the talk of the scarcity of dyestuffs had lead every one to expect much higher prices on all lines of colored goods, the reductions were a great surprise and came in for considerable comment throughout the trade. The result has been that buyers instead of taking immediate interest in the offerings are inclined to hold off until they can study the situation. It has made them somewhat doubtful of the advices which manufacturers have been circulating to the effect that all classes of colored goods would be higher priced and decidedly scarce during the coming season. Many are now inclined to the belief that some manufacturers have been successful in covering their requirements of dyes and are going after all the business in sight. This belief is strengthened by reports received from Southern manufacturers to the effect that they cannot understand the reduction, as they are not in a position to turn out goods at any concession from last season's prices. Selling agents handling the lines upon which the reductions have been made state that prices are subject to change without notice, and that they cannot tell how long the present level will be maintained. Export business has been more active during the week. Buyers for Red Sea account are credited with purchases of over 2,000 bales of 3.90 sheetings on the basis of 4 1/2c. Nothing in the way of new business is reported from India or China, although it is believed that stocks of drills in India must be in need of replenishing. Inquiries have been received regarding prices, and in view of the advancing tendency in cotton values exporters are advising foreign buyers to cover their requirements at present levels. Heavy exports of duck continue, and mills are reported to have all they can do to meet the combined domestic and export demand.

WOOLEN GOODS.—Continued warm weather is greatly interfering with the distribution of fall and winter goods and men's wear, and until there is cooler weather little additional business can be expected. A good trade is looked forward to, however, as retailers have so far done very little toward covering their winter requirements. Business for the new spring season is developing slowly, and jobbers and cutters-up are not expected to give much more attention to spring lines until their fall business is out of the way. So far offerings for spring 1916 have been confined entirely to staples in which quite a fair business has been done. As a result of

the dye situation, there has been an absence of fancy fabrics. Manufacturers have not as yet shown their samples of novelty fabrics, and until they do it will be impossible to determine what goods are going to be most popular.

DOMESTIC COTTON GOODS.—The exports of cotton goods from this port for the week ending Sept. 11 were 12,598 packages, valued at \$814,139, their destination being to the points specified in the table below:

New York to Sept. 11—	1915		1914	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain	2,305	59,409	2	2,703
Other Europe	168	16,480	—	1,889
India	39	5,003	—	49,633
Arabia	1,066	19,752	—	15,093
Africa	2,199	38,183	—	9,412
West Indies	845	13,454	15	5,978
Mexico	1,359	37,665	1,447	32,536
Central America	2	1,153	13	383
South America	486	13,408	339	15,671
Other countries	1,100	33,330	670	39,669
Total	12,598	299,560	2,626	218,342

The value of these New York exports since Jan. 1 has been \$18,639,077 in 1915, against \$15,385,582 in 1914.

Staple cotton goods markets have been more active during the week, with prices showing a strong upward tendency. The rising price of cotton is reflected in higher prices for all weaving yarns, and cotton goods manufacturers are considering an upward revision of their quotations for finished goods. Standard lines, 4-4 bleached muslins are in good demand, and an advance in these is looked for, as supplies are not plentiful. Manufacturers of heavy cotton goods suitable for bag making are doing an exceptionally good business and expect to continue in a strong position, as the shortage of burlaps is forcing bag users to use cottons instead, despite the higher prices which they are obliged to pay. Brown and bleached goods are in fair demand, but selling agents are refusing to book business beyond the first of the year at current prices. In fact, several attractive contracts offered at prices within a shade of market quotations for delivery during the remainder of the year have been refused. Cotton duck is very firm and mills are booked to capacity for two to three months ahead. Print cloths are steady to firm, but sales are confined to small quantities. Printers are unwilling to book business very far in advance at current prices, and goods for spot delivery are only available in small quantities. Gray goods, 38-inch standard, are quoted 4 1/2c. to 4 3/4c.

FOREIGN DRY GOODS.—Demand for standard linens in the local market is improving but importers and distributors are having difficulty in furnishing the goods wanted. Business being placed by jobbers and retailers in preparation for next spring is ahead of that of last year chiefly owing to the fear that the goods will not be obtainable upon short notice. While buyers realize that the prices asked are exceptionally high they know that there is no hope of any lower prices later on and are anxious to cover their requirements early. Reports from Belfast reveal a pronounced scarcity of yarns suitable for the manufacture of standard linens due to the conservative exports of flax from Russia and the fact that large amounts of flax are now being spun into thread and devoted to other purposes to meet the needs of the armies. According to advices from foreign manufacturers coarse and heavy-weight linens are going to be extremely scarce in the future as the yarns suitable for their manufacture are not available in sufficient quantities. Burlaps are very irregular and as sellers in many instances have withdrawn from the market it is difficult to quote definite quotations. Light-weights are quoted nominally at 5.50c. to 6c. and heavy-weights nominally at 7.50c. to 7.75c.

Importations & Warehouse Withdrawals of Dry Goods.

The importations and warehouse withdrawals of dry goods at this port for the week ending Sept. 11 1915 and since Jan. 1 1915, and for the corresponding periods of last year, were as follows:

Imports Entered for Consumption for the Week and Since Jan. 1.	Week Ending Sept. 11 1915.		Since Jan. 1 1915.	
	Pkgs.	Value.	Pkgs.	Value.
Manufactures of—				
Wool	394	126,390	23,690	6,249,961
Cotton	2,189	527,714	73,600	19,897,594
Silk	1,602	891,382	40,806	13,417,704
Flax	763	97,233	31,253	8,208,799
Miscellaneous	2,215	229,493	79,512	9,117,370
Total 1915	7,143	1,785,702	248,891	62,882,428
Total 1914	6,862	1,660,456	300,105	91,521,303

Warehouse Withdrawals Thrown Upon the Market.

Manufactures of—	Week Ending Sept. 11 1915.		Since Jan. 1 1915.	
	Pkgs.	Value.	Pkgs.	Value.
Wool	230	74,142	13,451	4,268,637
Cotton	360	161,913	19,407	5,906,549
Silk	206	88,334	12,462	4,781,541
Flax	334	90,921	16,742	3,827,141
Miscellaneous	621	49,030	59,399	3,875,411
Total withdrawals	1,751	404,340	112,452	22,659,279
Entered for consumption	7,143	1,785,702	284,891	62,882,428
Total marketed 1915	8,894	2,250,042	361,343	85,541,707
Total marketed 1914	9,091	2,274,895	536,401	122,891,367

Imports Entered for Warehouse During Same Period.

Manufactures of—	Week Ending Sept. 11 1915.		Since Jan. 1 1915.	
	Pkgs.	Value.	Pkgs.	Value.
Wool	49	16,104	9,404	3,207,148
Cotton	357	119,862	15,582	4,699,256
Silk	140	55,196	10,322	3,928,281
Flax	185	59,715	14,721	3,664,076
Miscellaneous	681	76,359	49,252	3,530,373
Total	1,412	327,236	99,281	19,020,234
Entered for consumption	7,143	1,785,702	248,891	62,882,428
Total imports 1915	8,555	2,112,938	348,172	81,902,662
Total imports 1914	11,145	2,201,269	595,893	121,230,176

## STATE AND CITY DEPARTMENT.

## News Items.

**California.—Savings Bank Investment Law Amended.**—The Legislature has passed an Act (Chapter 608, approved June 3) amending certain sections of the "Bank Act" of 1909. Sections 61 and 67 governing investments by savings banks are amended to read as follows, the new portions being italicized and the parts eliminated placed in brackets:

Sec. 61. Any savings banks may purchase, hold and convey real [and] or personal property as follows:

1. The lot and building in which the business of the bank is carried on; furniture and fixtures, vaults and safe deposit vaults and boxes necessary or proper to carry on its banking business; such lot and building, furniture and fixtures, vaults and safe deposit vaults and boxes shall not [cost the savings bank] in the aggregate, be carried on the books of such bank as an asset to an amount exceeding its paid up capital and surplus; and hereafter, the authority of a two-thirds vote of [a full board] all of the directors shall be necessary to authorize the purchase of such lot and building, or the construction [thereof] of such building.

2. Such as may have been mortgaged, pledged or conveyed to it in trust for its benefit in good faith, for money loaned in pursuance of the regular business of the corporation.

3. Such as may have been purchased at any sales under pledge[s], mortgage[s] or deed[s] of trust made for its benefit for money so loaned and such as may be conveyed to it by borrowers in satisfaction and discharge of loans made thereon.

[No savings bank shall purchase, hold, or convey real estate in any other case or for any other purpose; and all real estate described in subdivision 3 of this section must be sold by the bank within ten years after the title thereto is vested in it by purchase or otherwise, unless permission to hold said real estate for a longer period be given by the Superintendent of Banks in writing. Parcels of real estate not sold within ten years, or extension of said period as above provided, may be purchased by any persons or persons appointed by the superior court as appraisers, at the request of the would-be purchaser.]

No savings bank shall purchase, own, or sell personal property, except such as may be requisite for its immediate accommodation for the convenient transaction of its business, [and] notes or bonds secured by trust deeds or mortgages on real estate, bonds, securities or evidences of indebtedness, public or private, gold or silver bullion and United States mint certificates of ascertained value, and evidences of debt issued by the United States. No savings bank shall purchase, own, hold or convey bonds, securities or evidences of indebtedness, public or private, except as follows:

(a) Bonds or interest-bearing notes or obligations of the United States, or those for which the faith and credit of the United States [is] are pledged for the payment of [interest and principal] principal and interest;

(b) Bonds of this State, or those for which the faith and credit of the State of California are pledged for the payment of principal and interest;

(c) Bonds of any State in the United States that has [have] not, within five years previous to making such investment by such bank, defaulted in the payment of any part of either principal or interest [thereof];

(d) Bonds of any [city] county, city and county, [town, township,] city or school district of this State; bonds of any permanent road district in any county issued in pursuance of the provisions of Article IX, of Chapter II, Title VI, part II, of the Political Code, not exceeding sewer district, drainage district, reclamation district, protection district, or sanitary district organized under the laws of this State; and any irrigation district bonds which the law may now or hereafter authorize to be used as security for the deposit of public moneys; provided, that the total amount of bonds so issued by any such sewer district, drainage district, protection district or sanitary district, does not exceed fifteen per centum of the value of the taxable property in said district as shown by the last equalized assessment roll of the county in which said district is located; and provided, further, that the total amount of bonds issued by any such irrigation district does not exceed sixty per centum of the aggregate market value of the lands within such district, and of the water, water rights, canals, reservoirs, reservoir sites and irrigation works owned or to be acquired or constructed with the proceeds of any of such bonds, by said district, such facts in reference to bonds of irrigation districts to be determined by a commission now or hereafter authorized by law to ascertain and report upon such facts.

(e) Bonds of any [city, town or county which has in each case, at the time of the investment,] county, city and county, city or town in any State of the United States other than the State of California, issued under authority of any law of such State, which county, city and county, city or town, had, as shown by the Federal or State Census next preceding such investment, a population of more than twenty thousand inhabitants [as ascertained by the United States or State Census made next preceding such investment], in any of the States of the United States, other than in the State of California, issued pursuant to the authority of any law of such State; provided, however, that the entire bonded indebtedness of such [city or county or town shall] county, city and county, city or town, including such issue of bonds does not exceed [five] fifteen per centum of the [assessed] value of the taxable property therein [including the issue of bonds in which said investment is made as shown by the last assessment preceding the investment] as shown by its last equalized assessment roll and provided, further, that such [city, town or county or State in which it is located] county, city and county, city or town, or the State in which it is located has not defaulted in payment of [any part of] either principal or interest [thereof] due upon any legally authorized bond issue within five years next preceding [previous to making] such investment.

(f) First mortgage or underlying bonds of any steam railway, the income of which is sufficient to pay all operating expenses and fixed charges, and which is completed and operated, wholly or in part, in any of the States of the United States.]

(g) (1) Bonds of any railroad corporation incorporated under the laws of the State of California and operating exclusively therein, provided said corporation has had net earnings for the period herein fixed amounting to at least one and one-fourth times the interest on all its outstanding mortgage indebtedness or

(2) Bonds of any railroad corporation incorporated under the laws of any other State in the United States, operating at least five hundred miles of standard gauge track exclusive of sidings, provided said corporation has had net earnings for the period herein fixed amounting to at least one and one-half times the interest on all its outstanding mortgage indebtedness or

(3) Bonds of any railroad corporation, the payment of which has been guaranteed, both as to principal and interest, by a railroad corporation meeting the requirements of either subdivision (1) or (2) of paragraph (f) of this section, provided that such guaranteeing corporation has had for the period herein fixed net earnings amounting to at least one and one-half times the interest on all its outstanding mortgage indebtedness, and, in addition thereto, sufficient, taken with the earnings of such corporation, to qualify as investments for savings banks, as in this section provided, all such guaranteed bonds provided, that the excess of income of any corporation whose bonds have been so guaranteed, over the amount required by this section for such corporation, shall not apply to or be included in determining the income so required. In determining the income of any corporation specified in paragraph (f) of subdivision 3 of this section, there shall be included the income of any corporation or corporations out of which it shall have been formed through consolidation or merger, and of any corporation or corporations, the entire business and income producing property of which the corporation issuing such bonds has wholly acquired.

All bonds authorized for investment by paragraph (f) of subdivision 3 of this section must be secured by a mortgage or deed of trust which is, at the time of making such investment, either

I. A closed first mortgage or deed of trust; or

II. A first mortgage or deed of trust containing provisions restricting the issuance of further bonds until such time as the income of said corporation shall have been at least sufficient, during the twelve months next preceding the issuance of any additional bonds, to meet the earning requirements specified in the respective subdivisions of this paragraph applicable to such corporation after including the additional bonds then proposed to be issued; or

III. A refunding mortgage or deed of trust providing for the retirement of all prior liens mortgaged or secured by said corporation, and restricting the issuance of further bonds until such time as the income of said corporation shall have been at least sufficient, during the twelve months next preceding the issuance of any additional bonds, to meet the earning requirements specified in the respective subdivisions of this paragraph applicable to such corporation after including the additional bonds then proposed to be issued; or

IV. An underlying or divisional closed mortgage or deed of trust of property which forms a part of the operating system of the corporation then owning said property. In the case of bonds secured by an underlying or divisional closed mortgage or deed of trust, the net income required by this section shall be based exclusively upon the income, maintenance charges, operating expenses, taxes, and mortgage indebtedness of or against the property covered by such underlying or divisional closed mortgage or deed of trust; or, if such income, maintenance charges or operating expenses cannot be definitely ascertained, on the proper proportionate share of such property in the general income, maintenance charges, operating expenses, and taxes of the corporation then owning such property and on the mortgage indebtedness of or against the property covered by such underlying or divisional closed mortgage or deed of trust; provided, however, that if the payment of the bonds secured by such underlying or divisional closed mortgage or deed of trust shall be guaranteed or assumed by the corporation then owning the property securing the same, such bonds shall be legal investments for savings banks, if the net income of such corporation from all sources shall equal the amount herein required, notwithstanding any insufficiency of the income derived from the property covered by such underlying or divisional closed mortgage or deed of trust to meet the requirements of this section.

No savings bank shall purchase the bonds of any railroad corporation deriving less than twenty per centum of its gross receipts from passenger revenues. The terms "street railroad corporation" when used in paragraph (f) of subdivision 3 of this section shall have the meaning defined in the "Public Utilities Act" approved December 23 1911.

(g) Bonds of street railroads, water, light, light and power, gas, and other public utility and industrial corporations. All bonds authorized for investment by this section shall be secured by a mortgage or trust deed, which is, at the time of making such investment, (1) a first or underlying mortgage or trust deed of the corporation issuing said bonds, or (2) a refunding mortgage or trust deed used to retire all prior lien mortgage investments of said corporation outstanding at the time of making said investment provided, that the income of such corporation is sufficient to pay all operating expenses and fixed charges and such income shall have been so sufficient for the term of three years preceding the issuance of such bonds, or that payment of its said bonds have been guaranteed by a corporation that has paid all its operating expenses and fixed charges for a period of three years prior to guaranteeing the payment of such bonds.]

(g) Bonds of any street railroad corporation; or of any gas; water; pipe line; light; power; light and power; gas, light and power; electrical; telephone; telegraph or telephone and telegraph corporation or of any other "public utility" incorporated under the laws of the State of California; and

(1) Operating exclusively in the State of California, provided said corporation has had, for the period herein fixed, net earnings amounting to one and one-half times the interest on all its outstanding mortgage indebtedness; or

(2) Operating its property in part within the State of California, provided said corporation has had, for each of its two fiscal years next preceding such investment, net earnings amounting to one and one-half times the interest on all its outstanding mortgage indebtedness; or

(3) The payment of which is guaranteed, both as to principal and interest, by a public utility corporation meeting the requirements of either subdivision (1) or (2) of paragraph (g) of this section, provided that such guaranteeing corporation has had for the period required in the respective subdivisions of this paragraph relating thereto, net earnings amounting to at least one and one-half times the interest on all of said guaranteeing corporation's outstanding mortgage indebtedness, and, in addition thereto, sufficient, taken with the earnings of such corporation, to qualify as investments for savings banks, as in this section provided, all such guaranteed bonds; provided, that the excess of income of any corporation whose bonds have been so guaranteed, over the amount required by this section for such corporation, shall not apply to or be included in determining the income so required.

In determining the income of any corporation specified in paragraph (g) of subdivision 3 of this section, there shall be included the income of any corporation or corporations out of which it shall have been formed through consolidation or merger, and of any corporation or corporations, the entire business and income producing property of which the corporation issuing such bonds has wholly acquired.

All bonds authorized for investment by paragraph (g) of subdivision 3 of this section must be secured by a mortgage or deed of trust which is at the time of making such investment either

I. A closed first mortgage or deed of trust; or

II. A first mortgage or deed of trust containing provisions restricting the issuance of further bonds until such time as the income of said corporation shall have been at least sufficient, during the twelve months next preceding the issuance of any additional bonds, to meet the earning requirements specified in the respective subdivisions of this paragraph applicable to such corporation after including the additional bonds then proposed to be issued; or

III. A refunding mortgage or deed of trust providing for the retirement of all prior lien mortgage debts of said corporation and restricting the issuance of further bonds until such time as the income of said corporation shall have been at least sufficient, during the twelve months next preceding the issuance of any additional bonds, to meet the earning requirements of such corporation after including the additional bonds then proposed to be issued; or

IV. An underlying or divisional closed mortgage or deed of trust of property which forms a part of the operating system of the corporation then owning said property. In the case of bonds secured by an underlying or divisional closed mortgage or deed of trust, the net income required by this section shall be based exclusively upon the income, maintenance charges, operating expenses, taxes and mortgage indebtedness of or against the property covered by such underlying or divisional closed mortgage or deed of trust; or, if such income, maintenance charges or operating expenses cannot be definitely ascertained, on the proper proportionate share of such property in the general income, maintenance charges, operating expenses and taxes of the corporation then owning such property and on the mortgage indebtedness of or against the property covered by such underlying or divisional closed mortgage or deed of trust; provided, however, that if the payment of the bonds secured by such underlying or divisional closed mortgage or deed of trust shall be guaranteed or assumed by the corporation then owning the property securing the same, such bonds shall be legal investments for savings banks, if the net income of such corporation from all sources shall equal the amount herein required, notwithstanding any insufficiency of the income derived from the property covered by such underlying or divisional closed mortgage or deed of trust to meet the requirements of this section.

The terms "street railroad corporation," "pipe line corporation," "gas corporation," "electrical corporation," "telephone corporation," "telegraph corporation," "water corporation" and "public utility" when used in paragraph (g) of subdivision 3 of this section, shall each have the meaning defined in the "Public Utilities Act" approved December 23 1911.

(h) First mortgage bonds or deeds of trust issued by real estate corporations, provided, that said bond issue shall not exceed sixty per centum of the market value of the real estate taken as security.]

[No savings bank shall purchase the bonds of any corporation or make a loan on the bonds of any corporation, if the franchise of such corporation expires prior to the maturity of its bonds, or if the franchise or special privilege granted to such corporation by any city, county, or city and county, expires before the maturity of such bond issue.]

(h) Notes or bonds secured by first mortgage or deed of trust or other first lien upon real estate, improved or unimproved; provided, that the entire note or bond issue shall not exceed twenty per centum of the market value of such real estate and such real estate with improvements, taken as security; and provided, further, in case the said note or bond issue is created for a building loan on real estate, that at no time shall the entire outstanding note or bond issue exceed sixty per centum of the market value of the real estate and the actual cost of the improvements thereon taken as security.

In determining the market value of any real estate under the provisions of paragraph (h) subdivision 3 of this section where such real estate, improved or unimproved, consists of oil or other mineral or timber land, the value represented by such oil or other mineral or timber shall not be included in fixing such market value.

(i) Collateral trust bonds or notes when secured by either:

(1) Collateral trust bonds authorized for investment by this section of a market value at least fifteen per centum in excess of the par value of the collateral trust bonds or notes issued; or

(2) Deposit of bonds authorized for investment by this section and other securities of a combined market value at least twenty per centum in excess of the par value of the collateral trust bonds or notes issued; provided, that the par value of said collateral trust bonds or notes shall in no case exceed the market value of that portion of the security represented by bonds authorized for investment by this section.

(3) Deposit of any notes or bonds authorized for investment by this section and other securities of a combined market value of at least thirty per centum in excess of the par value of the collateral trust bonds or notes issued; provided, that the par value of such collateral trust bonds or notes issued shall in no case exceed the market value of that portion of the security represented by notes or bonds authorized for investment by this section; provided, further, that the collateral pledged consist of bonds authorized for investment by this section of

the market value of at least twenty-five per centum of the par value of such collateral trust bonds or notes issued.

(j) Bonds legal for investment by savings banks in the States of New York or Massachusetts; provided, however, that as to bonds of the character specified in paragraph (e) or (c) of subdivision 3 of this section, such bonds shall also conform to the requirements of either of such paragraphs.

(k) Notes or bonds secured by mortgage or deed of trust, payment of which is guaranteed by a policy of mortgage insurance, and mortgage participation certificates, issued by a mortgage insurance company in accordance with the provisions of Chapter VIII. of Title II. of Part IV. of division first of the Civil Code.

"Net earnings" as used in this section shall be deemed to mean the amount remaining after deducting from the gross earnings all taxes, maintenance charges and operating expenses except depreciation charges, sinking fund charges and interest on indebtedness.

Unless herein otherwise expressly provided the period for which any corporation must have "net earnings" sufficient to qualify its bonds as an investment for savings banks under this section shall be either the fiscal year of such corporation next preceding the investment therein by any savings bank or twelve consecutive months in the fourteen months next preceding such investment.

No notes, bonds, or other securities shall be deemed to come within or conform to the requirements of either of paragraphs (f), (g) or (i) of subdivision 3 of this section, unless such notes, bonds or other securities shall, in the manner provided in this Act, have been certified by the Superintendent of Banks to come within and fully conform to the requirements of one or the other of said paragraphs; provided, however, that notes, bonds or other securities, the payment of which is secured by mortgage or deed of trust executed in this State, if otherwise in full conformity with the requirements of this section, need not be so certified by the Superintendent of Banks, in order to be legal as investments for savings banks.

The legality of investments heretofore lawfully made pursuant to the provisions of this section, of any law of this State as it existed on and subsequent to July 1 1909, shall not be affected by any amendments to this section or this Act; nor shall any such amendments require the changing of investments once lawfully made under this Act.

Any bonds authorized by this section as a legal investment for savings banks may be carried on the books of said bank at their investment value, based on their market value at the time they were originally bought, unless the Superintendent of Banks shall require any or all of the bonds which may hereafter have a market value less than the original investment value to be written down to such new market value which shall be done gradually if practicable and in such manner as he may determine; or he may, by a plan of amortization to be determined by him, require such gradual extinction of premium as will bring such bonds to par at maturity.

No savings bank shall hereafter purchase or loan money upon any bond, note or other evidence of indebtedness, issued by any "public utility" subject to the jurisdiction, regulation or control of the railroad commission of this State under the provisions of the "Public Utilities Act", approved December 23 1911 and Acts amendatory thereof or supplemental thereto, unless each such bond, note or other evidence of indebtedness was either:

- (a) Issued prior to the taking effect of the "Public Utilities Act"; or
- (b) Issued under authority of the railroad commission, in accordance with the provisions of said Act; or
- (c) A note issued for a period not exceeding twelve months, in accordance with the provisions of subdivision (b) of section 52 of said Act.

No provision of this Act, and no Act, or deed, done or performed under or in connection therewith, and no finding made or certificate issued under any provision thereof, shall be held or construed to obligate the State of California to pay, or be liable for the payment of, or to guarantee in any manner whatsoever, the regularity or the validity of the issuance of any stock or bond certificate, or bond, note, or other evidence of indebtedness certified under any provision of this Act, by the Superintendent of Banks, as being in conformity with the requirements of any paragraph of subdivision 3 of this section.

It shall not be lawful for any individual, firm, association, bank, trust company, stock company, co-partnership or corporation to advertise by newspaper or circular or in any other manner that any bonds are legal investments for savings banks in this State or to use any advertisement which might lead the public to believe that any bonds conform to the requirements of law relating to investments by savings banks unless such bonds are such as are specified in paragraph (a), (b), (c), (d), (e), (f), (g), (h), (i), (j) or (k) of subdivision 3 of this section, or shall, in the manner provided in this Act, have been certified by the Superintendent of Banks to come within and fully conform to the requirements of one or the other of paragraphs (f), (g), (h), (i) or (j) of subdivision 3 of this section or unless such advertisement shall have been approved in writing by the Superintendent of Banks prior to publishing, circulating or otherwise issuing the same. Any individual, firm, association, bank, trust company, stock company, co-partnership or corporation who shall advertise in violation of the provisions of this paragraph shall be guilty of a misdemeanor and shall be punishable by a fine not exceeding one thousand dollars or by imprisonment in a county jail not exceeding one year or by both such fine and imprisonment.

Sec. 67. 1. No savings bank shall loan money except on adequate security of real or personal property, and no such loan shall be made for a period longer than ten years. No such loan shall be made on unsecured notes; provided, that a savings bank may, under such conditions and regulations as the Superintendent of Banks may prescribe, discount or purchase commercial paper of the kind and character made eligible under the Federal Reserve Act and the then current regulation of the Federal Reserve Board for re-discount or for purchase in the open market by a Federal Reserve bank; provided, however, that no savings bank shall at any time acquire by discount or purchase an amount of such commercial paper greater than five per centum of its deposits nor shall any savings bank acquire, directly or indirectly, by discount or purchase, any such commercial paper of or from any person, firm, co-partnership or corporation in an amount which shall exceed five per centum of the capital and surplus of such bank.

[2. No savings bank shall invest or loan more than five per centum of its assets on any one bond issue, except bonds of the United States, of the State of California, of the counties, cities and counties, cities or school districts of this State.]

2. No savings bank shall invest or loan an amount greater than fifty per centum of its net assets on capital and surplus on any one bond issue of the class specified in paragraph (b) of subdivision 3 of section sixty-one of this Act, nor more than five per centum of its assets on any one bond issue of any other class, except bonds of the United States, of the State of California, bonds for which the faith and credit of the United States or of the State of California are pledged, or bonds of any county, city and county, city or school district in this State, or bonds of any irrigation district such as are legal for investment by savings banks.

[3. No savings bank shall loan money to exceed ninety per centum of the market value of bonds specified in subdivisions (a), (b), (c) and (d) of subdivision 3 of section sixty-one of this Act, and no more than eighty-five per centum of the market value of bonds specified in subdivision (e) of subdivision three of section sixty-one of this Act, and no more than seventy-five per centum of the market value of bonds specified in subdivisions (f) and (g) of subdivision three of section sixty-one of this Act, and no more than sixty-five per centum of the market value of personal property and stocks of corporations or banks; provided, however, that no loan shall be made upon the capital stock of any corporation or bank unless such corporation or bank has been in existence for two or more years and has earned and paid a dividend on its capital stock.]

3. No savings bank shall loan money.

(a) On bonds of the character specified in paragraphs (a), (b), (c), and (d) of subdivision 3 of section sixty-one of this Act, unless such bonds shall have a market value at least ten per centum in excess of the amount loaned thereon; or

(b) On bonds of the character specified in paragraphs (e), (f) and (g) or on bonds or notes of the character specified in paragraph (i) of subdivision 3 of section sixty-one of this Act, unless such bonds or notes shall have a market value at least fifteen per centum in excess of the amount loaned thereon; or

(c) On bonds legal for investment by savings banks in the States of New York or Massachusetts, unless such bonds shall have a market value at least fifteen per centum in excess of the amount loaned thereon; or

(d) On personal property unless such personal property shall have a market value at least fifty per centum in excess of the amount loaned thereon; or

(e) On other bonds, or on the capital stock of any corporation, unless such bonds or stock shall have a market value at least fifty per centum in excess of the amount loaned thereon; provided, however, that no loan shall be made upon the capital stock of any bank unless such bank has been in existence at least two years and has earned and paid a dividend on its capital stock.]

[4. No savings bank shall make any loan on the security of real estate except it be a first lien and in no event to exceed sixty per centum of the market value of any piece of real estate to be taken as security, except for the purpose of facilitating the sale of property owned by the savings bank. Provided, that a second lien may be accepted to secure the re-payment of a debt previously contracted in good faith.]

4. No savings bank shall make any loan on the security of real estate, except it be a first lien, and in no event to exceed sixty per centum of the market value

of any real estate taken as security except for the purpose of facilitating the sale of property owned by such savings bank; provided, that a second lien may be accepted to secure the repayment of a debt previously contracted in good faith and, provided, also, that any savings bank holding a first mortgage or deed of trust on real estate may take or purchase and hold another and immediately subsequent mortgage or deed of trust thereon, but all such loans shall not exceed in the aggregate sixty per centum of the market value of the real estate securing the first mortgage. Further, that a savings bank may loan, not to exceed ninety per centum of the face value of a note or bond secured by a first mortgage or deed of trust on real estate, but in no event shall any such loan exceed ninety per centum of sixty per centum of the market value of the real estate covered by said mortgage or deed of trust.

[5. No savings bank shall purchase, invest or loan its capital or the money of its depositors, or any part of either, in mining shares or stock.]

5. No savings bank shall loan to any one borrower on the security of the capital stock and surplus of such savings bank; provided, that all loans on the capital stock or any one corporation shall not exceed in the aggregate twenty-five per centum of the capital stock and surplus of such savings bank. No savings bank shall purchase, invest or loan its capital, surplus or the money of its depositors, or any part of either, in mining shares or stock.

[6. No savings bank shall hereafter make a loan secured by the stock of another bank, if by making such loan the total stock of such other bank held by such loaning bank as collateral will exceed in the aggregate ten per centum of the capital stock of such other bank.]

Any President or managing officer who knowingly consents to a violation of any provision of this section shall be guilty of a felony.

County Water-Works District Bonds Made Legal Investments Under Certain Conditions.—Chapter 627 of the Laws of 1915, approved June 5, relates to bonds of county water-works districts, and provides under what circumstances such bonds shall be legal investments for funds of banks, insurance companies and trust companies, trust funds, State school funds and any money or funds which may now or hereafter be invested in bonds of cities, cities and counties, counties, school districts or municipalities; also under what circumstances the use of bonds of county water-works districts as security for the performance of any Act may be authorized.

Cape May, N. J.—Commission Government Adopted.—We learn that at the election held Sept. 14 this city voted in favor of the question of establishing the commission form of government. The vote was 336 to 120.

Connecticut.—List of Legal Investments for Savings Banks.—Complying with Section 38 of Chapter 127 of the Public Acts of 1913, the Bank Commissioners on May 1 1915 issued a list of bonds and obligations which, they find upon investigation, are legal investments for savings banks under the provisions of Chapter 127. This list, as previously announced, is revised each six months during the first week of May and November. In the "Chronicle" of November 14 1914, page 1470, will be found the list of legal investments prepared by the Commissioners last year. The Commissioners also call attention to the wording of the law which discriminates against the "Special Assessment" or "Improvement" bonds, or other bonds or obligations which are not the direct obligation of the city issuing the same and for which the faith and credit of the issuing city are not pledged.

The following table shows the State and municipal bonds which are considered legal investments:

Bonds of the United States, or those for which the faith of the United States is pledged, including the bonds of the District of Columbia.	Fall River, Mass. Pittsburg, Mass. Flint, Mich. Port Wayne, Ind. Fresno, Cal. Galesburg, Ill. Galesburg, Mass. Gloverville, N. Y. Grand Rapids, Mich. Green Bay, Wis. Hamilton, Ohio. Hammond, Ind. Harrisburg, Pa. Haverhill, Mass. Hoboken, N. J. Holyoke, Mass. Indianapolis, Ind. Jackson, Mich. Jacksonville, Fla. Jamestown, N. Y. Jersey City, N. J. Joliet, Ill. Joplin, Mo. Kalamazoo, Mich. Kansas City, Kan. Kansas City, Mo. Keno, Wis. Kingston, N. Y. Knosville, Tenn. La Crosse, Wis. Lafayette, Ind. Lancaster, Pa. Lansing, Mich. Lawrence, Mass. Leavenworth, Kan. Lewiston, Me. Lexington, Ky. Lima, Ohio. Lincoln, Neb. Los Angeles, Cal. Louisville, Ky. Lowell, Mass. Lynn, Mass. Madison, Wis. Malden, Mass. Manchester, N. H. Mansfield, Ohio. Milwaukee, Wis. Cranford, R. I. Moline, Ill. Muncie, Ind. Muskegon, Mich. Nashua, N. H. Newark, N. J. Newark, Ohio. New Albany, Ind. New Bedford, Mass. New Brunswick, N. J. Newburgh, N. Y. New Castle, Pa. Newport, Ky. Newport, R. I. Newport, Mass. Oakland, Cal. Omaha, Neb. Oshkosh, Wis. Oswego, N. Y. Ottumwa, Iowa. Paducah, Ky.	Pasadena, Cal. Passaic, N. J. Paterson, N. J. Pawtucket, R. I. Peoria, Ill. Perth Amboy, N. J. Philadelphia, Pa. Pittsburgh, Pa. Plainfield, N. J. Portland, Me. Portland, Ore. Portsmouth, Ohio Poughkeepsie, N. Y. Providence, R. I. Quincy, Ill. Quincy, Mass. Reading, Pa. Richmond, Ind. Rochester, N. Y. Rockford, Ill. Rock Island, Ill. Rome, N. Y. Sacramento, Cal. Saginaw, Mich. St. Joseph, Mo. St. Louis, Mo. St. Paul, Minn. Salem, Mass. San Antonio, Tex. San Diego, Cal. Sandusky, Ohio. Schenectady, N. Y. Scranton, Pa. Sheboygan, Wis. Shenandoah, Pa. Sioux City, Iowa. Somerville, Mass. South Bend, Ind. Los Omaha, Neb. Springfield, Ill. Springfield, Mass. Springfield, Mo. Steubenville, Ohio. Stockton, Cal. Syracuse, N. Y. Tacoma, Wash. Taunton, Mass. Terre Haute, Ind. Toledo, Ohio. Topeka, Kan. Trenton, N. J. Troy, N. Y. Utica, N. Y. Waltham, Mass. Waterloo, Iowa. Watertown, N. Y. Wilkes-Barre, Pa. Williamsport, Pa. Woonsocket, R. I. Worcester, Mass. York, Pa. Youngstown, Ohio. Zanesville, Ohio.
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[The cities of Poughkeepsie, N. Y., and San Diego, Cal., have been added to the list since last November, while Baltimore, Md., and San Francisco, Cal., have been eliminated.]

Railroad bonds which the Bank Commissioners find to be legal investments are shown below:

Table listing railroad bonds for New England Companies, including Boston & Albany RR, Boston & Lowell RR, Concord & Montreal RR, Connecticut River RR, and others.

[Bonds of New England railroads which have been added to the list since last November are as follows: Washington Co. Ry. 1st 3 1/2%, 1954. Only issues which have matured have been eliminated.]

BONDS OF OTHER COMPANIES.

Table listing bonds of other companies, including Atchison Topeka & Santa Fe System, Atlantic Coast Line System, Baltimore & Ohio System, Chicago Milwaukee & St. Paul System, Chicago Burlington & Quincy System, Chicago & North Western System, and others.

Table listing railroad bonds for various systems including Nashv. Chatt. & St. Louis System, New York Central System, Norfolk & Western System, Northern Pacific System, Pittsburg & Lake Erie System, Atchison Topeka & Santa Fe System, Buffalo Rochester & Pittsb. System, Chicago & North Western System, Delaware & Hudson System, Lake Shore & Michigan Southern Ry, Lehigh Valley System, Louisville & Nashville System, Erie Railroad System, and others.

Table listing railroad bonds for various systems including Pennsylvania System, Reading System, Southern Pacific System, Union Pacific Railroad, Louisville & Nashville, Lake Shore & Mich. South. System, Buffalo Rochester & Pittsb. System, Chicago & North Western System, Delaware & Hudson System, Erie Railroad System, and others.

Railroad bonds which are at present not legal under the general provisions of the law but which are legal investments under Section 36 (given below) are given as follows:

Sec. 36. The provisions of this Act shall not render illegal the investment in nor the investment hereafter in, any bonds or interest-bearing obligations issued or assumed by a railroad corporation, which were a legal investment at the time of the passage of this Act, so long as such bonds or interest-bearing obligations continue to comply with the laws in force prior to the passage of this Act, but no such bond or interest-bearing obligation that falls subsequent to the passage of this Act, to comply with said laws shall again be a legal investment unless such bonds or interest-bearing obligations comply with the provisions of this Act.

Table listing railroad bonds which are at present not legal under the general provisions of the law but which are legal investments under Section 36, including Atchison Topeka & Santa Fe System, Buffalo Rochester & Pittsb. System, Chicago & North Western System, Delaware & Hudson System, Lake Shore & Michigan Southern Ry, Lehigh Valley System, Louisville & Nashville System, Erie Railroad System, and others.

Equipment trust obligations as follows (savings banks may invest not exceeding two per centum of their deposits and surplus therein):

**Baltimore & Ohio Railroad.**  
Equip. trust of 1912 4 1/2%, serially to 1922  
Equip. trust of 1913 4 1/2%, serially to 1923

**Central Railroad of New Jersey.**  
Series E 4s, serially to 1916  
Series F 4s, serially to 1917

**Lehigh Valley Railroad.**  
Series J 4 1/2s, serially to 1917

**Louisville & Nashville Railroad.**  
Series A 5s, semi-annually to 1923

[The equipment trust obligations which have been added since the last list were published are: Minn. St. Paul & Sault Ste. Marie Series F 4 1/2s, semi-ann. to 1923; Series G 5s, semi-ann. to 1923. The bonds included in the list last time and now eliminated are: Central RR. of New Jersey Series D 4s, serially to 1915. [Minneapolis Central RR. Series A 4 1/2s, semi-ann. to 1923; Series B 5s, semi-ann. to 1923.]

Other securities in which banks may invest are classified as follows:

**Bonds of Street Railways in Conn.**  
Savings banks may invest not exceeding two per centum of their deposits and surplus therein.  
Bristol & Plainville Tram. Co. 1st 4 1/2s, 1945

**Bonds of Water Cos. in Connecticut.**  
Savings banks may invest not exceeding two per centum of their deposits and surplus therein.  
Bridgeport Hydraulic Co. 1st 4s, 1925  
" " " notes 5s and 6s, 1916  
New Haven Water Co. deb. 4s, 1915  
" " " " 4 1/2s 1952

[Under the last classification the first 4 1/2s, 1930, of the N. Y. Telephone Co. have been added since last November.]

**Colorado Irrigation Districts.—Bondholders Protective Committee Waives Interest Upon Irrigation District Bonds Held By It.—See Denver Reservoir Irrigation Co. in our "Industrial" items on a preceding page.**

**New York State.—Convention Adopts Final Draft of Revised Constitution and Adjourns.—The Constitutional Convention of 1915 adjourned Friday, September 10, after adopting by a vote of 118 to 33 the final draft of the revised State Constitution. The new Constitution in order to become effective must be ratified by the voters at the general election November 2. The referendum will be in the form of these three questions:**

Question 1—Shall the revised constitution submitted by the Constitutional Convention, not included in Questions 2 and 3, be approved?  
Question 2—Shall the proposed amendments, submitted by the Constitutional Convention, to Sections 2, 3, 4 and 5 of Article III, relating to Legislative apportionment, be approved?  
Question 3—Shall the new Article X, submitted by the Constitutional Convention, relating to taxation, be approved?

The second question has reference to changes made in the rules which are to govern in the reapportionment of Senate and Assembly districts by next year's Legislature.

By their answers to the third question, voters would indicate their approval or disapproval of the new Article on taxation.

The answers to Question 1 carry all the remainder of the revised Constitution.

Two other propositions will come before the voters as Questions 4 and 5. Question 4 will be on the proposal to amend the constitution so as to give women in this State the right to vote. This will be a referendum from the Legislature, not from the Constitutional Convention. Question 5 is on the ratification of a \$27,000,000 bond issue for Barge Canal purposes, which was provided for by the Legislature at its session this year.

The "address to the people" explaining the constitutional amendments made by the convention and urging the adoption of the revised Constitution was adopted by a vote of 88 to 47. This address is given in full on a preceding page in our editorial columns.

**Vermont.—Railroad Bonds Considered Legal Investments for Savings Banks.—The following list of bonds was issued March 1 1915 from the office of the Bank Commissioner under Clause Ninth, Section 8, Act No. 158 of 1911, which provides that the Bank Commissioner shall prepare annually, not later than March 1, a list of the railroad securities that are then legal investments for savings banks. There have been added to the list since last year the bonds given below in italics.**

**Atchafson Topeka & Santa Fe Ry.**  
Atch. Top. & S. F. Ry. gen. 4s, 1905  
" " " " E. Okla. 4s, 1928  
" " " " Trans. Short L. 4s, 1958  
Chicago Santa Fe & Cal. Ry. 1st 5s, 1937  
Hutchinson So. Ry. 1st 6s, 1928  
San Fr. & San Joa. Val. Ry. 1st 5s, 1940

**Baltimore & Ohio System.**  
B. & O. RR., prior lien 3 1/2s, 1925  
" " " " 1st 4s, 1943  
" " " " Southwest. Div. 3 1/2s, 1925  
Ohio River 1st 5s, 1930  
W. Va. & Pittsburgh RR. 4s, 1900  
(4s)

**Boston & Maine System.**  
Conn. & Passumpsic River RR. 4s, 1943  
Concord & Montreal RR. consol. 4s, 1920

**Central of New Jersey System.**  
Central RR. of New Jersey gen. 5s, 1987  
Chicago & North Western System.  
Chic. & N.W. Ry. gen. 5s, 4s & 3 1/2s, 1987  
" " " " exten. 4s, 1928  
Cedar Rap. & Mo. Riv. RR. Mfg. 7s, '16  
Northwestern Union Ry. 1st 7s, 1917  
Milw. L. S. & W. Ry. consol. 6s, 1921  
" " " " Marshfield ext. 1st 6s, 1922  
" " " " Michigan Div. 1st 6s, 1924  
" " " " Ashland Div. 1st 6s, 1925  
" " " " ext. & imp. mtge. 5s, 1929  
Wisconsin Northern RR. 1st 4s, 1931

**Minn. St. Paul & Sault Ste. Marie**  
Series A 5s, serially to 1917  
Series B 4 1/2s, serially to 1920  
Series C 4 1/2s, serially to 1921  
Series D 4 1/2s, serially to 1922  
Series E 4 1/2s, semi-annually to 1923  
Series F 5s, semi-annually to 1923

**New York Central Lines.**  
Joint Equip. Trust—  
5s, serially, 1907 to 1922  
4 1/2s, serially, 1910 to 1925  
4 1/2s, serially, 1912 to 1927  
4 1/2s, serially, 1913 to 1923  
B. & A. Equip. Trust 4 1/2s, ser., '13 to '27

**Bonds of Telephone Cos. in Connec't**  
Savings banks may invest not exceeding two per centum of their deposits and surplus therein.  
So. New Eng. Telep. Co. 1st 5s, 1948

**Bonds of Telep. Cos. outside of Conn.**  
Savings banks may invest not exceeding two per centum of their deposits and surplus therein.  
Amer. Tel. & Tel. Co. coll. trust 4s, 1929  
N. Y. Telephone Co. 1st 4 1/2s, 1939

**Illinois Central System.**  
Ill. Cent. RR. refunding mtge. 4s, 1955  
" " Sterling extended 4s, 1951  
" " " gold extended 3 1/2s, 1950  
" " Sterling 3s, 1951  
" " " gold 4s, 1951  
" " " gold 3 1/2s, 1951  
" " " gold extended 3 1/2s, 1951  
" " Springt. Div. 1st 3 1/2s, '51  
" " " Kank. & S.W. 1st 5s, 1921  
" " " Calro Bridge 1st 4s, 1950  
" " " St. Louis Div. 1st 5s, 1951  
" " " " 3 1/2s, 1951  
" " " Pnrch. Lines 1st 3 1/2s, '52  
" " " Collat. Tr. 1st 3 1/2s, 1950

**Lake Shore & Mich. South. System.**  
L. S. & M. S. Ry. 1st general 3 1/2s, 1907

**Lehigh Valley System.**  
Lehigh Valley RR. 1st 4s, 1948

**Louisville & Nashville System.**  
Louisv. & Nashv. RR. Unf'd 4s, 1940  
" " " " general 6s, 1930  
" " " " 1st 5s, 1937  
" " " " Trust 5s, 1931  
Evansv. Hend. & Nash. Div. A. 1. 6s, 1919  
Louisv. Clin. & Lex. Ry. gen. 4 1/2s, 1931  
Southeast & St. Louis Division 6s, 1921  
Mobile & Montgomery 4 1/2s, 1945  
N. O. & Mob. Div. \$5,000,000 1st 6s, '30  
Pensacola & Atlantic RR. 1st 6s, 1921  
Nashv. Flor. & Sheffield Ity. 1st 5s, 1937  
South & North Alabama RR. 1st Cons. 5s, 1936

**Maine Central System.**  
Somerset Ry. 1st 5s, 1917  
" " " " refunding 4s, 1955  
Maine Central RR. coll. trust 5s, 1923  
Maine Shore Line RR. 6s, 1923  
Penobscot Shore Line RR. 4s, 1920  
Portland & Ogdensburg Ry. 4 1/2s, 1923  
Washington County Ry. 1st 3 1/2s, 1954  
Portland Terminal Co. 1st 4s, 1901

**Baltimore & Ohio System.**  
B. & O. RR. extension 4s, 1935

**Chicago Rock Island & Pacific Syst.**  
C. R. I. & P. mtge. 6s, 1917  
" " " " Ity. general 4s, 1988

**Maine Central System.**  
Maine Central RR. ref. mtge., 1961  
New York New Haven & Harff. Sys.  
N. Y. Providence & Boston 4s, 1942

**Chicago Burlington & Quincy System**  
C. B. & Q. RR. general 4s, 1958  
" " " " Ill. Div. mtg. 3 1/2s, 1949  
" " " " " " 4s, 1949  
" " " " Iowa Div. mtg. 4s, 1919  
" " " " " " 2s, 1919  
" " " " Denver Exten. 4s, 1922  
" " " " Neb. Ext. mtg. 4s, 1927  
Burl. & Mo. Riv. RR. in Neb. cons. 6s, 1918  
Republican Valley RR. mtg. 6s, 1919  
Tartito Valley RR. 1st 7s, 1920  
Notaway Valley RR. 1st 7s, 1920

**Delaware & Hudson System.**  
Del. & Hud. Co. 1st refunding 4s, 1943  
" " " " Canal Co. 1st 7s, 1917  
Adronskan Ry. 1st 4 1/2s, 1942  
Schene. & Duanesburg RR. 1st 6s, 1924  
Albany & Susq. RR. conv. 3 1/2s, 1940

**Delaware Lack. & West System.**  
Morris & Essex RR. 1st cons. 7s, 1915

**Great Northern System.**  
Great Northern Ry. 1st & ref. 4 1/2s, 1901  
St. P. M. & M. Ry. consol. 4s, 1933  
" " " " consol. 4 1/2s, 1933  
" " " " consol. 6s, 1933  
" " " " Mont. ext. 4s, 1937  
" " " " Pacific Ext. 4s, 1940  
East. Ry. of Minn. Nor. Div. 4s, 1943  
Montana Central Ry. 1st 5s, 1937  
" " " " 1st 6s, 1937  
Willmar & Sioux Falls Ry. 1st 5s, 1938  
Spokane Falls & North. Ry. 1st 6s, 1939  
Minneapolis Union Ry. 1st 6s, 1922  
" " " " 1st 5s, 1922

**Illinois Central System.**  
Ill. Cent. RR. refunding mtge. 4s, 1955  
" " Sterling extended 4s, 1951  
" " " gold extended 3 1/2s, 1950  
" " Sterling 3s, 1951  
" " " gold 4s, 1951  
" " " gold 3 1/2s, 1951  
" " " gold extended 3 1/2s, 1951  
" " Springt. Div. 1st 3 1/2s, '51  
" " " Kank. & S.W. 1st 5s, 1921  
" " " Calro Bridge 1st 4s, 1950  
" " " St. Louis Div. 1st 5s, 1951  
" " " " 3 1/2s, 1951  
" " " Pnrch. Lines 1st 3 1/2s, '52  
" " " Collat. Tr. 1st 3 1/2s, 1950

**Lake Shore & Mich. South. System.**  
L. S. & M. S. Ry. 1st general 3 1/2s, 1907

**Lehigh Valley System.**  
Lehigh Valley RR. 1st 4s, 1948

**Louisville & Nashville System.**  
Louisv. & Nashv. RR. Unf'd 4s, 1940  
" " " " general 6s, 1930  
" " " " 1st 5s, 1937  
" " " " Trust 5s, 1931  
Evansv. Hend. & Nash. Div. A. 1. 6s, 1919  
Louisv. Clin. & Lex. Ry. gen. 4 1/2s, 1931  
Southeast & St. Louis Division 6s, 1921  
Mobile & Montgomery 4 1/2s, 1945  
N. O. & Mob. Div. \$5,000,000 1st 6s, '30  
Pensacola & Atlantic RR. 1st 6s, 1921  
Nashv. Flor. & Sheffield Ity. 1st 5s, 1937  
South & North Alabama RR. 1st Cons. 5s, 1936

**Maine Central System.**  
Somerset Ry. 1st 5s, 1917  
" " " " refunding 4s, 1955  
Maine Central RR. coll. trust 5s, 1923  
Maine Shore Line RR. 6s, 1923  
Penobscot Shore Line RR. 4s, 1920  
Portland & Ogdensburg Ry. 4 1/2s, 1923  
Washington County Ry. 1st 3 1/2s, 1954  
Portland Terminal Co. 1st 4s, 1901

**Baltimore & Ohio System.**  
B. & O. RR. extension 4s, 1935

**Chicago Rock Island & Pacific Syst.**  
C. R. I. & P. mtge. 6s, 1917  
" " " " Ity. general 4s, 1988

**Maine Central System.**  
Maine Central RR. ref. mtge., 1961  
New York New Haven & Harff. Sys.  
N. Y. Providence & Boston 4s, 1942

**Michigan Central System.**  
Michigan Central RR. 1st 3 1/2s, 1952  
Mich. Cent.-Mfch. Air L. RR. 1st 4s, '40  
Mich. Cent.-Det. & Bay City RR. 1st 6s, '31  
M. C. Jack. Lan. & Sag. RR. 1st 3 1/2s, '51

**Minneapolis St. Paul & S. M. Sys.**  
Minn. St. P. & S. S. M. Ry. 1st cons. 5s and 4s, 1938  
Minneapolis & Pacific Ry. 1st 4s, 1936  
Minn. S. S. Marie & Atl. Ry. 1st 4s, 1926

**Nashv. Chatt. & St. Louis System.**  
N. C. & St. L. Ry. 1st cons. 5s, 1928  
" " " " Centrev. Br'ch. 1st 6s, 1923  
" " " " Fayette & McMinnv. Br. 1st 6s, 1917  
" " " " Jasper Br. Ext. 1st 6s, 1923  
" " " " Lebanon Br. 1st 6s, 1917  
" " " " Tracy City Br. 1st 6s, 1917

**New York Central System.**  
N. Y. C. & H. R. RR. mtg. 3 1/2s, 1907  
Beech Creek RR. 1st 4s, 1936  
Mohawk & Malone Ry. 1st 4s, 1991  
Rome Watertown & Ogdensb. RR. cons. 5s, 4s & 3 1/2s, 1922  
Utica & Black River RR. 1st 4s, 1922  
Boston & Albany RR. 1st 3 1/2s, 1952  
" " " " 3 1/2s, 1951  
" " " " 4s, 1933  
" " " " 4s, 1934  
" " " " 4s, 1935  
" " " " 4 1/2s, 1937  
" " " " 4s, 1938  
" " " " 5s, 1963

**New York New Haven & Harff. Syst.**  
Old Colony RR. 4s, 1938  
" " " " 4s, 1924  
" " " " 4s, 1925  
" " " " 3 1/2s, 1932

**Northern Pacific Ry. Co.**  
No. Pac. Ry. ref. & imp. 4 1/2s, 2047  
" " " " general lien 3s, 2047  
" " " " St. P.-Duluth Div. 4s, 1996  
Duluth Short Line Ry. 1st 5s, 1916  
" " " " St. Paul & Duluth RR. 2d 5s, 1917  
" " " " cons. 4s, 1965  
Northern Pacific Ry. prior lien 4s, 1907  
St. Paul & Northern Pacific Ry. 6s, 1923  
St. Paul & Duluth RR. 1st 5s, 1931  
Wash. & Columbia Ry. 1st 4s, 1935

**Pennsylvania System.**  
Pennsylvania RR. consol. 5s, 1919  
" " " " consol. 4 1/2s, 1960  
" " " " consol. 4s, 1943  
" " " " consol. 3 1/2s, 1945  
" " " " consol. 4s, 1948  
Western Penn. RR. consol. 4s, 1928  
Southwest Pennsylvania RR. 1st 7s, 1917  
Phila. & Erie RR. 6s, 5s and 4s, 1929  
Ub. N. J. RR. & Canal Co. gen. 4s, 1923  
" " " " gen. 4s, 1929  
" " " " gen. 4s, 1944  
" " " " gen. 4s, 1948  
" " " " gen. 3 1/2s, 1951  
Clev. & Pitts. RR. gen. 4 1/2s & 3 1/2s, '42  
" " " " general 3 1/2s, 1948  
" " " " general 3 1/2s, 1950

**Allegheny Valley Ry. general 4s, 1942**  
**Cambrils & Clearfield RR. 1st 5s, 1941**

**Union Pacific System.**  
Union Pacific RR. 1st 4s, 1947  
" " " " 1st & ref. 4s, 2003

**Miscellaneous New England Railroads**  
New London Northern RR. cons. 4s, 1940

**Burlington Traction Co.**  
Burlington Traction Co. 1st & refund. 5s, '42

The bonds which have been eliminated since last year's list was published, not including those issues which have matured, are shown below:

**Houseatone RR. consol. 5s, 1937**  
**Danbury & Norwalk RR. cons. 6s, 1920**  
**Providence & Springfield RR. 1st 5s, 1923**  
**New Haven & Derby RR. cons. 5s, 1913**  
**Nauatuck RR. 1st 4s, 1954**  
**Providence Terminal Co. 1st 4s, 1956**  
**Pawtucket Valley RR. 1st 4s, 1925**  
**Boston & N. Y. Air Line RR. 1st 4s, 1955**  
**New England RR. cons. 4s, 1945**  
**" " " " cons. 5s, 1945**  
**N. H. & Northam. RR. ref. cons. 4s, 1956**

**ABERDEEN, Chehalis County, Wash.—BOND ELECTION.**—Reports state that an election will be held Sept. 20 to vote on the questions of issuing \$400,000 gravity-water-system and \$25,000 bridge-purchase bonds. The water bonds, if authorized, will take the place of the \$500,000 issue awarded on July 29 to Geo. H. Tilden & Co. of Seattle. V. 101, p. 634. It is stated that \$500,000 would exceed the bond limit.

**ABINGTON TOWNSHIP (P. O. Abington), Montgomery County, Pa.—BOND SALE.**—On Sept. 13 the \$10,000 5% 30-year gold tax-free bonds were awarded to Warner & Fitzharris at 105.10 and int., a basis of about 4.65%. V. 101, p. 709. Other bids were: Newburger, Henderson & Loeb, Philadelphia, 104.53; Robert Cherry Jr. & Co., 104.00; Martin & Company, Philadelphia, 103.132; Jenkintown National Bank, Jenkintown, 101.062.

**ALBION, Cassia County, Idaho.—BOND OFFERING.**—Proposals will be received until 6 p. m. Sept. 25 by Thomas E. Harper, Village Clerk, for \$8,000 electric-light and power-system-installation bonds at not exceeding 6% int. Auth. vote of 35 to 0 at an election held Aug. 23. Due Sept. 30 1935, opt. after 10 yrs.

**ALEN COUNTY (P. O. Fort Wayne), Ind.—BONDS AWARDED IN PART—NEW OFFERING.**—Reports state that of the two issues of 4 1/2% highway bonds, aggregating \$18,750, offered on Sept. 13, the \$4,960 bonds were awarded to the Hamilton Nat. Bank for \$4,968, equal to 100.161.—V. 101, p. 861.

**BOND OFFERING.**—Bids will be received until Sept. 27 for \$13,000 4 1/2% highway bonds. This issue takes the place of the \$13,800 bonds which were offered but not sold on Sept. 13.

**ALPHA SCHOOL DISTRICT, Madera County, Cal.—BOND SALE.**—On Sept. 8 \$3,000 6% building bonds were awarded to Blyth, Witter & Co. of San Francisco for \$3,161, equal to 102.012. Other bids were: Torrance, Marshall & Co., San Francisco, \$8,156 00; G. G. Rlymer & Co., San Francisco, 8,071 50; I. W. Thompson Co., 8,047 55; Denom. \$1,090. Date Sept. 8 1915. Interest annually in September,

AMARILLO, Potter County, Texas.—BONDS VOTED.—The election held Sept. 8 resulted, reports state, in favor of the question of issuing \$40,000 paving and \$10,000 sewer bonds. V. 101, p. 789.

AMBOY, Lee County, Ills.—BONDS TO BE OFFERED SHORTLY.—We are advised that the 5% water-works bonds voted Aug. 24 will shortly be offered for sale.—V. 101, p. 789. Date Nov. 1 1915. Due serially on July 1.

ANGELINA COUNTY (P. O. Lufkin), Tex.—BOND ELECTION.—Reports state that an election will be held Sept. 18 to decide whether or not Precinct No. 1 shall issue \$229,000 road bonds.

ANNISTON, Calhoun County, Ala.—BOND ELECTION PROPOSED.—An election will be held some time in November to vote on the question of issuing \$20,000 school bonds.

ATTLEBORO, Bristol County, Mass.—TEMPORARY LOAN.—On Sept. 14 a loan of \$50,000 dated Sept. 17 1915 and maturing Mar. 17 1916, was negotiated with Loring, Tolman & Tupper of Boston at 2.59% discount plus 50 cents premium. Other bids were: Curtis & Sanger, Boston.....2.65% discount plus 75 cents premium Bond & Goodwin, Boston.....2.92% discount Blake Bros. & Co., Boston.....3.09% discount

AUBURN, Cayuga County, N. Y.—BONDS TO BE SOLD LOCALLY.—We are advised that the \$4,580 fire-apparatus-purchase bonds authorized by the Common Council on Sept. 7 will be sold to local investors.—V. 101, p. 865.

AUGUSTA, Ga.—BOND OFFERING.—Attention is called to the official advertisement elsewhere in this Department of the offering on Oct. 6 of the \$250,000 4½% 30-year coupon tax-free flood-protection bonds. For details and terms of offering see V. 101, p. 865.

BEDFORD COUNTY (P. O. Shelbyville), Tenn.—BONDS PROPOSED.—According to reports, this county is contemplating the issuance of \$200,000 road and pike-building bonds.

BENEWAH COUNTY (P. O. St. Maries), Idaho.—BOND SALE.—On Sept. 3 the \$50,000 bonds were awarded to Ferris & Hardgrove of Spokane at par less \$435 expenses for 5s.—V. 101, p. 710. Bonds to mature serially from 10 to 20 years, optional after 5 years. There were 21 other bidders.

BEXLEY (P. O. Columbus), Franklin County, Ohio.—BONDS NOT SOLD.—No bids were received on Sept. 4 for the two issues of 5% street-impt. assess. bonds aggregating \$63,000 offered on that day.—V. 101, p. 466.

BOSTON, Mass.—BOND SALE.—On Sept. 15 the \$1,750,000 4¼% and 5 issues of 4% bonds, aggregating \$1,750,000, making a total of \$3,500,000, were awarded to Estabrook & Co. and R. L. Day & Co. of Boston at 101.45 and int.—V. 101, p. 865. A syndicate consisting of Blodget & Co., N. W. Harris & Co., Merrill, Oldham & Co., Curtis & Sanger and Blake Bros. & Co. of Boston bid 100.739.

BREMEN, Fairfield County, Ohio.—BOND SALE.—On Sept. 13 the \$5,425 5¼% 7-year average coupon special assess. bonds, were awarded to the Bremen Bank Co. of Bremen for \$5,519.39 (101.739) and int.—V. 101, p. 865.

BROOKVILLE, Franklin County, Ind.—BOND OFFERING.—Albert Trichler, Clerk Board of Town Trustees, will receive bids until 7:30 p. m. Sept. 24 for \$20,000 4¼% water-works-improvement bonds. Denom. \$1,000. Date Sept. 15 1915. Principal and semi-annual interest.—J. & D.—payable at People's Trust Co., Brookville. Due beginning Dec. 15 1916. Purchaser to pay accrued interest.

BUHL, St. Louis County, Minn.—BOND OFFERING.—Proposals will be received until 4 p. m. Sept. 20 by Axel Kilstrom, Village Recorder, for the \$70,000 6% 1½-year (average) refunding bonds authorized by vote of 80 to 28 at an election held Sept. 1, Denom. \$1,000. Date Sept. 1 1915. Interest semi-annually. Due \$7,000 yearly Sept. 1 from 1917 to 1926 incl. An unconditional certified check on some State or National bank having banking connections in St. Louis County for \$35,000, payable to Wm. Reintund, Village Treasurer, required. Bids must be unconditional. Total bonded debt, incl. this issue, \$315,000. Floating debt, \$99,994.74 Assessed valuation, 1914, \$10,021,551; actual value, est., \$20,200,000.

CAPE MAY, Cape May County, N. J.—BONDS VOTED.—Local newspaper reports state that at an election held Sept. 14, a proposition to issue electric-light bonds carried.

CAPE MAY COUNTY (P. O. Sea Isle City), N. J.—BOND OFFERING.—Bids will be received until 12 m. Oct. 5 by Frank W. Fowkes, Clerk of Board of Chosen Freeholders, for \$54,000 5% 30-year coup. and reg. tax-free road-improvement bonds. Denom. \$1,000. Date Oct. 1 1915. Int. A. & O. at office of County Collector. Certified check or cash for 2%, payable to Jos. I. Seull, County Collector, required. Bonded debt, including this issue, \$528,000; floating debt, \$98,000. Assessed valuation, \$37,126,154.

CARMI, White County, Ills.—BONDS VOTED.—According to reports the question of issuing \$12,000 bridge bonds carried by a vote of 648 to 88 at the election held Aug. 31.

CEDAR COUNTY (P. O. Tipton), Iowa.—BOND SALE.—Reports state that the \$50,000 county-farm-building-erection bonds voted June 16 have been disposed of.—V. 101, p. 61.

CELINA, Mercer County, Ohio.—BOND SALE.—On Sept. 14 the \$10,000 4½% 10-year city-hall-improvement bonds were awarded to Seasongood & Mayer of Cincinnati at 100.05 and int., a basis of about 4.49%.—V. 101, p. 710. There were no other bidders.

CENTER SCHOOL TOWNSHIP (P. O. Kokomo), Howard County, Ind.—BOND SALE.—On Sept. 3 the \$4,800 4¼% 5½-year average school bonds were awarded to the Kokomo Trust Co. of Kokomo at 101.25, a basis of about 4.247%.—V. 101, p. 710. Other bidders were: P. E. Hoss.....\$4,853.75 J. F. Wild & Co., Indianapolis.....\$4,815.00 E. M. Campbell's Son & Co., Indianapolis.....4,821.00 Howard National Bank, Kokomo.....4,805.28 Breed, Elliott & Harrison, Indianapolis.....4,820.00

CENTRAL UNION HIGH SCHOOL DISTRICT, Imperial County, Calif.—BOND SALE.—Farsou, Son & Co. of New York and Chicago were awarded on July 16 \$125,000 6% coupon site-purchase building and equipment bonds at 100.80 and int. Denom. \$1,000. Date May 4 1915. Principal and semi-ann. int. payable at the Co. Treas. Due \$6,000 yearly May 4 from 1936 to 1954 incl. and \$11,000 May 4 1955. Bonded debt including this issue, \$215,000. Assess. val., \$4,351,083; real val., est., \$10,000,000. Legality approved by Wood & Oakley, Chicago. These bonds were awarded June 8 to Torrance, Marshall & Co. of San Francisco, who subsequently refused the same on account of the notice of sale failed to be published the required number of days.—V. 100, p. 2100.

CHATHAM COUNTY (P. O. Savannah), Ga.—BOND ELECTION.—An election will be held Sept. 21 to vote on the propositions to issue \$400,000 public-school-bldg.-equipmt., \$375,000 public-road-constr., \$25,000 county farm bldgs. and equipmt., \$50,000 court-house-addition and equipmt. and \$50,000 reformatory bldgs. and equipmt. 4½% 30-yr. bonds.

CHATTOOGA COUNTY (P. O. Summerville), Ga.—BOND ELECTION RESCINDED.—The election which was to have been held Aug. 14 to vote on the proposition to issue \$150,000 road-constr. bonds was called off.—V. 101, p. 467.

CHILHOWEE, Johnson County, Mo.—BONDS OFFERED BY BANKERS.—Little & Hays Investment Co. of St. Louis is offering to investors \$50,500 6% municipal electric-light-plant-construction bonds. Denom. \$500. Date Sept. 1 1915. Principal and semi-annual int.—M. & S.—payable at the Mississippi Valley Trust Co. of St. Louis. Due on Sept. 1 as follows: \$500 1920, 1922 and 1924 and \$500 yearly from 1925 to 1935 incl. Total bonded debt (this issue only) \$5,500. Assessed valuation 1914, \$137,293; actual value, estimated, \$400,000.

CINCINNATI SCHOOL DISTRICT (P. O. Cincinnati), Ohio.—BOND OFFERING.—Reports state that the Board of Education will offer for sale on Oct. 11 an issue of \$500,000 4¼% 20-year school bonds in the denomination of \$500.

CLAY COUNTY (P. O. Brazil), Ind.—BOND OFFERING.—Bids will be received until 10:30 a. m. Sept. 25 by McClean Johnson, County Treasurer, for the following 4¼% highway-improvement bonds: \$3,600 Oliver Johnson et al. road bonds in Jackson Twp. Denom. \$180. 4,200 M. W. Parkins et al. road bonds in Posey Twp. Denom. \$210. Date Sept. 8 1915. Int. M. & N. Due one bond of each issue each six months from May 15 1917 to Nov. 15 1926 incl.

CLERMONT COUNTY (P. O. Batavia), Ohio.—BOND OFFERING.—Bids will be received until 12 m. Oct. 4, it is stated, by C. Searles, Co. Aud., for \$10,000 5-14-yr. serial bridge bonds. Int. payable semi-ann. Cert. check for \$500 required.

CLEVELAND SCHOOL DISTRICT (P. O. Cleveland), White County, Ga.—BOND SALE.—An issue of \$10,000 5% building bonds has been sold to R. N. Berrien Jr. of Atlanta.

CLINTON CONSOLIDATED SCHOOL DISTRICT, Hinds County, Miss.—BOND OFFERING.—Sealed bids will be opened on Oct. 4 by the Board of County Supervisors, W. W. Downing, Clerk (P. O. Jackson), for \$8,500 6% school bonds. Date Oct. 1 1915. Int. semi-annual. Certified check for 5% of bid, payable to Hinds County, required.

CLINTON SCHOOL TOWNSHIP, Laporte County, Ind.—BOND SALE.—On Sept. 11 the \$16,080 5% coup. school-house bonds were awarded. It is stated, to the Fletcher-American Nat. Bank of Indianapolis for \$16,077, equal to 103.712.

COCOA, Brevard County, Fla.—NO ACTION YET TAKEN.—We are advised by the Mayor under date of Aug. 14 that no election had yet been called to vote on the issuance of municipal impt. bonds.—V. 99, p. 1693.

COMPTON, Los Angeles County, Calif.—BOND SALE.—The State Board of Control has purchased, it is stated, \$70,000 5½% bonds for \$70,600, equal to 100.857.

COOK COUNTY SCHOOL DISTRICT NO. 35, Ills.—BOND SALE.—H. T. Holtz & Co. of Chicago were awarded on May 22 the \$27,000 4½% school bonds offered, but not sold on May 10 for \$27,028 (100.103) and int.—V. 100, p. 1527. Denom. \$1,000. Date April 1 1915. Int. A. & O. Due yearly on April 1 as follows: \$1,000 1916 to 1930 incl., \$2,000 1931 to 1933 incl. and \$3,000 in 1934 and 1935.

CROCKETT COUNTY (P. O. Ozona), Tex.—BOND SALE.—The \$27,000 (unsold portion of \$40,000) 5% 5-10-yr. opt. road bonds have been disposed of. V. 99, p. 1848. \$7,000 has been purchased by the Sinking Funds and \$20,000 was purchased at par and int. on Sept. 6 by the Ozona Nat. Bank.

DAVENPORT, Thayer County, Neb.—BONDS VOTED.—By a vote of 75 to 36 the question of issuing \$2,000 5-20-year opt. bonds at not exceeding 6% carried at an election held Sept. 11.

DAVIES COUNTY (P. O. Washington), Ind.—BOND OFFERING.—Bids will be received until 12 m. Sept. 21 by John L. Clark, County Treasurer, for the following 4½% coup. highway-improvement bonds: \$6,000 Willard Bowman et al. road bonds in Elmore and Madison Twp. Denom. \$300.

3,200 Meersmeier et al. road bonds in Madison Twp. Denom. \$160. 3,400 Bassett et al. road bonds in Washington Twp. Denom. \$170. 2,800 Bixler et al. road bonds in Washington Twp. Denom. \$140. 1,860 Summit et al. road bonds in Steele Twp. Denom. \$93. Date Sept. 15 1915. Int. M. & N. Due beginning May 15 1916.

DEFIANCE COUNTY (P. O. Defiance), Ohio.—BIDS REJECTED.—We have just learned that all bids received for the \$51,000 5% road bonds offered on June 7 were rejected.—V. 100, p. 1852.

Bids received for the \$48,000 6% 3-year average ditch bonds which were offered on Sept. 7 have been rejected.—V. 101, p. 790.

DENISON, Grayson County, Tex.—BONDS VOTED.—Reports state that at a recent election this city authorized the issuance of \$50,000 5% 20-year viaduct bonds.

DEPEW, Erie County, N. Y.—BOND OFFERING.—It is stated that Albert Sturm, Vil. Clerk, will receive bids until 8 p. m. Sept. 27 for \$53,000 1-10-yr. serial improvement bonds at not exceeding 5% int., payable semi-annually. Certified check for 2% required.

DICKENS COUNTY (P. O. Dickens), Tex.—BOND OFFERING.—Blaine Spear, County Judge, will sell at private sale an issue of \$12,000 5% 10-40-year (opt.) road bonds. Denom. \$300. Date April 10 1915. Interest annually on April 10.

DUVAL COUNTY (P. O. Jacksonville), Fla.—BOND ELECTION.—An election will be held Sept. 21, it is stated, to submit to a vote the proposition to issue \$300,000 funding bonds.

DUVAL COUNTY SPECIAL TAX SCHOOL DISTRICT NO. 1 (P. O. Jacksonville), Fla.—BOND SALE.—On Sept. 11 the \$500,000 5% 30-year site-purchase, building and equipment bonds were awarded to Well, Roth & Co. of Cincinnati for \$513,816.50 (102.763) and interest—a basis of about 4.83%. V. 101, p. 835. P. W. Chapman & Co. and Yard, Otis & Taylor, Chicago.....\$514,100.00 Barnett National Bank, Jacksonville.....513,216.50 Heard National Bank, Jacksonville.....506,200.00 C. W. McNear & Co., Chicgo.....505,775.00 J. C. Mayer & Co., Cincinnati.....504,444.00 Field, Richards & Co. Chgo., Hoehler, Cummings & Prudden, Tol. 504,444.00 Atlantic National Bank, Jacksonville.....501,090.99 Penn Mutual Insurance Co. and Guaranty Trust & Savings Bank, Jacksonville (for \$100,000).....100,250.00

\* This bid appears to be higher than that of the purchaser's, but is so given by the County Supervisor of Board of Public Instruction.

EAST LIVERPOOL, Columbiana County, Ohio.—BOND SALE.—Reports state that the \$200,000 5% coup. water-plant-impt. bonds, which were offered on May 28, have been purchased by Well, Roth & Co. of Cincinnati, Stacy & Braun of Toledo and C. E. Denison & Co. of Cleveland at 102.275.—V. 101, p. 545.

ELDOBRADO SPRINGS, Cedar County, Mo.—BONDS DEFEATED.—The question of issuing \$15,000 water-works bonds failed to carry at an election held Aug. 24.

ELENSBURG, Kittitas County, Wash.—BIDS REJECTED.—All bids received for the \$100,000 6% coupon funding bonds offered on Sept. 6, were rejected on account of being below par.—V. 101, p. 389.

ELLIS COUNTY DRAINAGE AND LEVEE DISTRICT (P. O. Ennis), Texas.—BONDS VOTED.—The question of issuing \$125,000 drainage-system bonds carried, it is stated, at an election held Sept. 7.

ELMORE COUNTY (P. O. Mountain Home), Idaho.—BOND OFFERING.—Further details are at hand relative to the offering on Sept. 20, of the \$35,000 20-year coupon court-house bldg. bonds (V. 101, p. 791). Proposals for these bonds will be received until 10 a. m. on that day (opened Sept. 21) by F. M. Hobbs, Auditor. Auth. Sec. 1960 to 1972, Idaho Rev. Codes, also election held Aug. 16. Denom. \$1,000. Date Sept. 20 1915. Int. J. & J. Cert. check for 10%, payable to the Aud., required. Bonded debt, including this issue, \$154,300. Floating debt, \$11,000. Sinking fund, \$3,438.80. Assess. val. 1914, \$9,117,912.93.

EL PASO, El Paso County, Tex.—BOND OFFERING.—Further details are at hand relative to the offering on Sept. 30 of the \$500,000 5% 20-30-year (opt.) gold site-purchase and school-building bonds. V. 101, p. 866. Proposals for these bonds will be received until 10 a. m. on that day by J. F. Dawson, City Clerk. Denom. \$1,000. Date July 1 1915. Int. J. & J. at the Chemical National Bank, New York. Certified check for \$15,000 required. Official circular states that there is no controversy or litigation pending or threatened as to the corporate existence or the boundaries of the city nor the title of its present officials to their respective offices, nor the validity of any bonds, and that there has never been any default in the payment of principal or interest. Total bonded debt, including this issue, \$3,390,000. Floating debt, none. Assessed value, \$38,000,000; estimated value, \$63,000,000.

ETTRICK, Trampealeau County, Wis.—BOND ELECTION.—An election will be held Sept. 20, it is stated, to vote on the question of issuing \$75,000 railway construction bonds.

EVERETT, Middlesex County, Mass.—BIDS.—The other bids received for the two issues of 4% coupon bonds, aggregating \$25,000, awarded to H. C. Grafton Jr. at 100.95 on Sept. 9, were: P. M. Chandler & Co., Bos. 100.729 Curtis & Sanger, Boston.....100.51 Merrill, Oldham & Co., Bos. 100.711 Estabrook & Co., Boston.....100.46 Everett Trust Co., Everett.....100.658 Merchants' Nat. Bank.....100.405 Jackson & Curtis, Boston.....100.623 Blake Bros. & Co., Boston.....100.28 E. M. Farnsworth & Co., Bos. 100.59 N. W. Harris & Co., Boston.....100.10 Cropley, McGaragle & Co.....100.513

FAIRFIELD TOWNSHIP RURAL SCHOOL DISTRICT (P. O. Lilly Chapel), Madison County, Ohio.—BOND SALE.—On Sept. 8 the \$40,000 5% coupon school bonds were awarded to Stacy & Braun of Toledo. V. 101, p. 711. There were two other bidders.

FRANKLIN COUNTY (P. O. Columbus), Ohio.—BOND SALE.—On Sept. 7 the \$100,000 5% 5½-year average emergency bridge bonds were



awarded to the Continental & Commercial Trust & Savings Bank of Chicago at 102.10—a basis of about 4.563%.—V. 101, p. 635.

**BOND OFFERING.**—Bids will be received until 10 a. m. Sept. 30 by John Scott, Clerk Bd. of County Commissioners, for the following 5% \$9,500 Frantz road impt. bonds. Due \$2,000 yearly on Oct. 1 from 1916 to 1919 incl. and \$1,500 Oct. 1 1920.

**FRANKLIN SCHOOL TOWNSHIP (P. O. Freedom), Owen County, Ind.—BOND OFFERING.**—It is stated that R. B. Franklin, Township Trustee, will receive bids until 2 p. m. Sept. 24 for an issue of \$13,450 1 1/2% school-house bonds.

**FULTON (P. O. Wheeling), Ohio County, W. Va.—BONDS VOTED.**—By a vote of 59 to 12 the question of issuing \$1,800 school-building improvement bonds carried, it is stated, at an election held Sept. 7.

**GASTON COUNTY (P. O. Gastonia), No. Caro.—BOND SALE.**—On Sept. 9 the three issues of 5% bonds, aggregating \$150,000, were awarded to J. H. Hillman & Co. of Atlanta for \$151,517 55 (101.011).

**GOFF, Nemaha County, Kan.—BONDS VOTED.**—The question of issuing \$6,000 5% electric-light-plant bonds, carried at an election held Sept. 7.

**GRANT PARISH SCHOOL DISTRICT NO. 9 (P. O. Pollock), La.—BOND SALE.**—Powell, Garard & Co. of Chicago were awarded during July \$25,000 5% 1-13-yr. ser. building and equipment bonds at par and int. Denom. \$500. Date July 1 1915. Int. J. & J.

**HALLS, Lauderdale County, Tenn.—BOND OFFERING.**—T. N. Dyer, City Recorder, will receive bids for an issue of \$8,000 6% 10-year bonds. Interest payable annually.

**HAMBLETON COUNTY (P. O. Morristown), Tenn.—BIDS REJECTED.**—All bids received for the \$150,000 5% coupon plike bonds offered on Sept. 11 were rejected. V. 101, p. 545. Bids will now be received at private sale. W. D. Bushong is Chairman County Commissioners.

**HAMILTON COUNTY (P. O. Noblesville), Ind.—BOND OFFERING.**—M. L. Cardwell, Co. Treas., will receive bids until 11 a. m. Sept. 28 for the following 4 1/2% bonds: \$6,300 Wicker road in Noblesville Twp., \$6,940 Davis Road in Noblesville Twp., \$9,200 Yarnal road in Washington Twp. and \$3,900 Fulton et al. road in Fall Creek Twp. Int. semi-ann. Due part each six months beginning May 15 1917.

**HAMMONTON, Atlantic County, N. J.—BOND OFFERING.**—Dispatches state that A. B. Davis, Town Trustee, will consider bids until 3 p. m. Oct. 4 for the \$117,000 5% 20-year average funding bonds mentioned in V. 101, p. 806. Cert. check for 2% required.

**HARLAN INDEPENDENT SCHOOL DISTRICT (P. O. Harlan), Shelby County, Iowa.—BONDS VOTED.**—The proposition to issue \$90,000 high-school-building and \$30,000 ward-school-building bonds at an election held Sept. 3, by a vote of 559 to 188 and 618 to 127, respectively. V. 101, p. 635.

**HARTFORD, Conn.—BONDS AWARDED IN PART.**—According to local newspapers of Sept. 11, \$1,615,000 of the \$2,000,000 4% water bonds report. V. 101, p. 635.

**HAVENSVILLE, Pottawatomie County, Kan.—BOND ELECTION.**—An election will be held Sept. 23, it is stated, to vote on the question of issuing \$5,000 electric-light-plant bonds.

**HAWKINS COUNTY (P. O. Rogeraville), Tenn.—BOND OFFERING.**—Proposals will be received until 12 m. Oct. 2 by H. B. Stamps, Chair. of the County Court, for \$250,000 of an issue of \$30,000 5% road bonds authorized by Act of Gen. Assembly of Tenn. Denom. \$1,000. Date Jan. 1 1916. Int. semi-annually. Due \$15,000 yearly beginning Jan. 1 1921. Certified check or cash for 2% payable to the above Chair. and in denom. of \$1,000. Due \$15,000 yearly Jan. 1 from 1921 to 1950 incl. These bonds were offered without success on Sept. 11.—V. 101, p. 867.

**HENDRICKS COUNTY (P. O. Danville), Ind.—BOND SALE.**—On Sept. 15 the two issues of 4 1/2% 5 1/2-yr. average highway impt. bonds aggregating \$35,200 were awarded to C. C. Shipp & Co. of Indianapolis for \$35,420 26 (100.637) and int.—a basis of about 4.37%.—V. 101, p. 712. There were four other bidders.

**HENRY COUNTY (P. O. Napoleon), Ohio.—BOND SALE.**—On Sept. 3 the five issues of 5% coupon road-improvement bonds, aggregating \$45,800, were awarded to Seasongood & Mayer of Cincinnati for \$46,067—equal to 100.582.—V. 101, p. 712. Other bids were:

J. C. Mayer & Co., Cincinnati	\$46,059 00
Davies-Hertram Co., Cincinnati	46,049 50
Spitzer, Rock & Co., Toledo	46,033 50
Breed, Elliott & Harrison, Cincinnati	46,011 40
Hoehler, Cummings & Prudden, Toledo	46,001 06
Stacy & Braun, Toledo	45,952 10
R. L. Dollings Co., Hamilton	45,922 40
Fifth-Third National Bank, Cincinnati	45,919 88
Oils & Co., Cleveland	45,915 32
Provident Savings Bank & Trust Co., Cincinnati	45,915 00
HERRIN, Williamson County, Ill.—BONDS NOT SOLD.—TO SELL PRIVATELY.—No sale was made on Sept. 4 of the \$75,000 registered tax-free road bonds voted during August, offered on that day. V. 101, p. \$1,000. Date day of sale. Due \$7,500 yearly. G. W. Gosnell is Town Clerk.	

**HIGHLAND PARK (P. O. Dallas), Texas.—BOND SALE.**—On Sept. 6 the \$10,000 ornamental-street-lighting system bonds were awarded, it is stated, to a Galveston firm at par.—V. 101, p. 791.

**HIGHLAND PARK SCHOOL DISTRICT (P. O. Highland Park), Wayne County, Mich.—BOND SALE.**—On Sept. 9 an issue of \$55,000 4 1/2% bldg. bonds was awarded to the Michigan Nat. Bank for \$55,138, equal to 100.250. Of the other bids were:

Highland Park State Bank	\$55,138
Harris Trust & Savings Bank, Chicago	55,115
<b>HOWELL, Livingston County, Mich.—BOND OFFERING.</b> —Bids will be received until 7:30 p. m. Sept. 20 by Lyle J. Pettibone, City Clerk, for the \$15,000 5% coupon paying bonds voted during July. Date Sept. 1 1915. Interest annually on Sept. 1 at office of City Treas. Due \$1,000 yearly on Sept. 1 from 1920 to 1927 inclusive, \$3,000 Sept. 1 1928 and \$4,000 Sept. 1 1929. Certified check for 1% of purchase price of bonds payable to city clerk required. Bonded debt, \$63,000; no floating debt. Assessed val. \$2,175,000.	

**HYDE PARK SCHOOL DISTRICT, Los Angeles County, Calif.—BOND ELECTION PROPOSED.**—Reports state that this district proposes to hold an election to vote on the question of issuing school-bldg. bonds.

**INDIANFIELDS TOWNSHIP SCHOOL DISTRICT NO. 3 (P. O. Caro), Mich.—BONDS VOTED.**—We are advised that this district has voted to issue \$25,000 building bonds.

**JACKSON CENTER VILLAGE SCHOOL DISTRICT (P. O. Jackson Center), Shelby County, Ohio.—BOND OFFERING.**—Proposals will be received until 12 m. Sept. 20 by Mary E. Hawver, Clerk Bd. of Ed., for

\$1,300 6% 3-year average school-impt. bonds. Auth. Sec. 7629 Gen. Code. Denom. \$260. Date Oct. 1 1915. Int. A. & O. Due \$260 yearly from Treas., required. Bonds to be delivered and paid for within 15 days from time of award. Purchaser to pay accrued interest.

**JASPER COUNTY (P. O. Rensselaer), Ind.—BOND OFFERING.**—Bids will be received until 2 p. m. Sept. 21 by A. A. Fell, County Treasurer, for \$14,000 4 1/2% 5 1/2-year average James P. Desjardis et al road bonds in Gilliam Township. Denom. \$700. Date Sept. 15 1915. Int. M. & N. Due \$700 each six months from May 15 1916 to Nov. 15 1925 inclusive.

**JOLLET TOWNSHIP HIGH SCHOOL DISTRICT (P. O. Joliet), Will County, Ill.—BONDS DEFEATED.**—At the election held Aug. 28 the proposition to issue \$250,000 building bonds was defeated.

**BOND OFFERING.**—Bids will be received until 12 m. Sept. 21 by J. P. Skeel, Clerk Board of Education, for \$100,000 5% 13 1/2-year average building bonds. Denom. not less than \$100 nor more than \$1,000, to suit purchaser. Date Jan. 1 1916. Principal and semi-annual interest—J. & J.—payable at office of School Treasurer. Due \$10,000 yearly on Jan. 1 from 1925 to 1934 inclusive. Certified check for 1% of amount of bid required.

**JUNCTION CITY, Perry County, Ohio.—BOND OFFERING.**—Bids will be received by J. D. McGoanagie, Village Clerk, until 12 m. Sept. 27 for \$4,500 12-year average coupon 5 1/2% East Main St. Improvement (village's portion) bonds. Denom. \$900. Date Sept. 15 1915. Int. M. & S. Due \$900 yearly on Sept. 15 from 1925 to 1929 inclusive. Certified check for 5% of bonds bid for, payable to Village Treasurer, required. Bonds to be delivered and paid for within ten days from time of award. Purchaser to pay accrued interest.

**KALAMAZOO, Kalamazoo County, Mich.—BONDS DEFEATED.**—At the election held Sept. 7 the questions of issuing \$975,000 (\$900,000 general and \$75,000 mortgage) municipal gas-plant and \$350,000 electric-light-extension bonds was defeated.—V. 101, p. 791.

**KEARNEY, Buffalo County, Neb.—BONDS VOTED.**—The question of issuing the \$50,000 5-20-year (opt.) coupon paying bonds at not exceeding 5% interest carried by a vote of 366 to 288 at the election held Sept. 7.—V. 101, p. 791.

**KENOSHA, Kenosha County, Wis.—BONDS AUTHORIZED.**—An ordinance was passed by the Common Council on Sept. 7 providing for the issue of \$300,000 4 1/2% coupon park-site-purchase bonds. V. 101, interest (A. & O) payable at the City Treasurer's office. Due on Oct. 16 to 1930 incl., and \$5,000 yearly from 1917 to 1925 incl., \$6,000 yearly from 1926 to 1930 incl., and \$5,000 yearly from 1931 to 1935 incl.

**KEYSER INDEPENDENT SCHOOL DISTRICT (P. O. Keyser), Mineral County, W. Va.—BOND OFFERING.**—Proposals will be received until 12 m. Sept. 24 by Chas. N. Finnell, Pres. Board of Education, for the \$35,000 6% coupon building bonds authorized by vote of 553 to 329 at an election held Aug. 14. Denom. \$500. Date July 1 1915. Prin. and annual (July 1) interest payable at the People's Bank, Keyser. Due June 30 1919, subject to call one or more of said bonds after July 1 1925. Bonded debt, including this issue, \$50,000. Assessed value 1915, \$4,894,936 50. Certified check for 5% of amount of bid, payable to the Pres. Board of Education, required. These bonds were previously offered on Sept. 1.—V. 101, p. 713.

**LACEY CONSOLIDATED SCHOOL DISTRICT (P. O. Lacey), Mahaska County, Iowa.—PRICE PAID FOR BONDS.**—The price paid for the \$16,000 5% building bonds recently awarded to People's Trust & Savings Bank of Osceola was par.—V. 101, p. 791. Denom. \$500 and \$1,000. Int. J. & D.

**LANCASTER, Dallas County, Tex.—BOND ELECTION.**—A vote will be taken on Sept. 27, it is stated, on the question of issuing \$15,000 water-works and sewerage-system bonds.

**LAS ANDES INDEPENDENT SCHOOL DISTRICT (P. O. Las Anides), Charles Mix County, So. Dak.—BOND SALE.**—C. O. Kalman & Co. of St. Paul were awarded on May 28 \$6,000 5 1/2% 20-year refunding bonds at par and int. Denom. \$500. Date July 1 1915. Int. J. & J.

**LENA CONOVER RURAL SCHOOL DISTRICT (P. O. Conover), Miami County, Ohio.—BOND OFFERING.**—Bids will be received until school bonds. Denom. \$500. Int. semi-ann. Due as follows: \$500 yearly on Mar. 1 from 1917 to 1920 incl., \$500 each six months from Mar. 1 1921 to Sept. 1 1936 incl. and \$500 on Mar. 1 and \$1,000 Sept. 1 from Mar. 1 1925 to \$300, payable to above Clerk, required.

**LEXINGTON, Ky.—BOND ELECTION.**—The questions of issuing \$350,000 sewer and \$100,000 school-building bonds will be submitted to a vote on Nov. 2.

**LIBERTY TOWNSHIP SCHOOL DISTRICT (P. O. Johnstown), Licking County, Ohio.—BOND OFFERING.**—Bids will be received until 12 m. Sept. 18 by J. H. Biley, Clerk of Board of Education, for \$250 5 1/2% 3 1/2-year average building bonds. Auth. Sec. 7629, Gen. Code. Denom. \$250. Date Oct. 1 1916. Prin. and semi-annual int.—A. & O.—payable at Citizens' Bank in Johnstown. Due \$250 each six months from April 1 1917 to April 1 1921 inclusive. Certified check for 10% of bid, payable to Pres. Board of Education, required. Bids must be unconditional. Purchaser to pay accrued interest.

**LIMA, Allen County, Ohio.—BOND ELECTION PROPOSED.**—Reports state that this city is contemplating calling an election to vote on the proposition to issue \$34,000 fire-house-construction bonds.

**LINCOLN COUNTY (P. O. Hamlin), W. Va.—BOND ELECTION PROPOSED.**—An election will be held some time in September to vote on the proposition to issue road-construction bonds.

**LINCOLN SCHOOL TOWNSHIP (P. O. Laporte), Laporte County, Ind.—WARRANT SALE.**—On Sept. 13 the \$4,000 5% 2 1/2-year average school-house warrants were awarded, it is stated, to A. P. Andrew Jr. & Son at 101.25—a basis of about 4.45%.—V. 101, p. 713.

**LOWELL, Middlesex County, Mass.—BOND SALE.**—On Sept. 13, it is stated, an issue of \$200,000 4% bonds was awarded to F. S. Moseley & Co. of Boston at 100.48.

**LUANA CONSOLIDATED INDEPENDENT SCHOOL DISTRICT (P. O. Luana), Clayton County, Iowa.—PRICE PAID FOR BONDS.**—The price paid for the \$30,000 5% building bonds awarded on Aug. 21 to Spies Bros. of Luana, was 101. V. 101, p. 791. Denom. \$1,000. Date Sept. 1 1915. Int. M. & S. Due serially ending 1935.

**LUMBERTON, Robeson County, No. Caro.—BOND SALE.**—On Sept. 2 this town disposed of the \$25,000 light and water and \$20,000 high-school 30-year bonds, it is stated, at 100.777 for \$s.—V. 101, p. 646.

**MARTHUR VILLAGE SCHOOL DISTRICT (P. O. McArthur), Vinton County, Ohio.—BOND SALE.**—On Sept. 2 the \$1,200 6% funding bonds were awarded to H. W. Ball and the Vinton County Nat. Bank of McArthur for \$1,201 (100.083) and int.—V. 101, p. 713.

**MADEIRA, Madera County, Cal.—BONDS VOTED.**—Reports state that the election held Sept. 4 resulted in a vote of 416 to 73 in favor of the question of issuing \$12,000 bridge-construction bonds.

**MADRID, St. Lawrence County, N. Y.—BOND SALE.**—On Sept. 14 the \$22,000 11-year average Madrid Water District bonds were awarded to the Ogdensburg Bank at par for 4 1/2%. V. 101, p. 792. H. A. Kahler & Co. of New York also submitted a bid.

**MANCHESTER, Hillsboro County, N. H.—BOND OFFERING.**—Reports state that proposals will be received until 7:30 p. m. Sept. 20 by F. A. Allen, City Treasurer, for \$75,000 4% 1-15-year serial bridge and sewer bonds.

**MARION COUNTY (P. O. Marion), Ohio.—BOND SALE.**—The \$32,000 5% 5 1/2-year average coup. bridge bonds offered on Sept. 7 were awarded to the Continental & Commercial Trust & Savs. Bank, Chicago, for \$33,136, equal to 103.206, a basis of about 4.37%.—V. 101, p. 867. The other bidders were:

A. B. Leach & Co., N. Y.	\$33,092 00	Ohio Nat. Bk., Columbus	\$33,092 75
Tillotson & Wolcott Co.,	33,078 40	Sidney Spitzer & Co., Tol.	33,061 60
Seasongood & Mayer,	33,071 00	Hoehler, Cummings &	
Field, Richards & Co.,		Prudden, Toledo,	32,982 40
Cincinnati	33,068 80	Security S. B. & Tr. Co.,	
Stacy & Braun, Toledo,	33,037 77	Toledo	
Prov. S. B. & Tr. Co., Cln.	33,027 20	Hayden, Miller & Co., Cle.	32,973 00
Well, Roth & Co., Toledo.	33,014 40	Spitzer, Borick & Co., Tol.	32,842 50

**MARION COUNTY (P. O. Indianapolis), Ind.—BOND SALE.**—On Sept. 13 the four issues of 4 1/2% 5 1/2-year average highway improvement

bonds, aggregating \$68,450, were awarded, reports state, to J. F. Wild & Co. of Indianapolis for \$68,851—equal to 100.585—a basis of about 4.38%.—V. 101, p. 867.

**MARYSVILLE, Yuba County, Cal.—BOND SALE.**—On Sept. 3 the \$18,000 sewer-system-extension bonds were purchased, it is stated, by the Rideout Bank, the Decker-Jewett Co. Bank, and the Northern California Bank of Savings, all of Marysville, at par.—V. 101, p. 792.

**MASON TOWNSHIP (P. O. Standish), Aroonac County, Mich.—BONDS VOTED.**—At the election held Aug. 30 the question of issuing \$15,000 road bonds carried, it is stated.

**MAXFIELD TOWNSHIP, Cuyahoga County, Ohio.—BOND SALE.**—On Sept. 11 the \$22,000 5% 7-year average road-improvement bonds were awarded to Tillotson & Wolcott Co. of Cleveland at 100.25 and int.—a basis of about 4.95%.—V. 101, p. 547.

**MEDINA, Medina County, Ohio.—BOND SALE.**—On Sept. 14 the four issues of 5% sewer-impt. bonds aggregating \$8,355.30 and the \$8,000 5½% water bonds were awarded to Otis & Co. of Cleveland for \$16,595.30 (101.467) and int.—V. 101, p. 713. Other bids were: (101.467) and int.—V. 101, p. 713. Other bids were: Seasongood & Mayer, Cin. \$16,515.30; Prov. S. B. & Tr. Co., Cin. \$16,435.30; Tillotson & Wolcott Co., 16,461.15; Fleid, Richards & Co., Cin. 16,387.30; Haydon, Miller & Co., Cle. 16,451.30; Sidney Spitzer & Co., Tol. \$8,243.20. \*For the \$8,000 water bonds only.

**MENIS COUNTY (P. O. Decatur), Tenn.—BONDS VOTED.**—Reports state that the proposition to issue \$100,000 road-improvement bonds carried at the election held Sept. 2.—V. 101, p. 469.

**MELROSE, Middlesex County, Mass.—TEMPORARY LOAN.**—On Sept. 13 the loan of \$50,000 maturing \$30,000 June 22 1916 and \$20,000 Aug. 4 1916 and issued in anticipation of taxes, was awarded to Horace G. Tobey of Wareham at 3¼% discount.—V. 101, p. 867.

**MIAMI, Dade County, Fla.—BOND ELECTION.**—An election will be held Sept. 21, it is stated, to vote on the questions of issuing \$360,000 Biscayne Bay ship canal-construction, \$40,000 railway-construction, \$50,000 sanitary-sewer-construction (city's portion), \$75,000 Twelfth St. bridge-construction, \$75,000 Ave. D. bridge-construction, \$25,000 Ave. G. bridge-construction and \$20,000 hospital-erection bonds.

**MIAMI COUNTY (P. O. Peru), Ind.—BOND SALE.**—According to reports the First Nat. Bank of Peru has been awarded an issue of \$4,120 highway bonds for \$4,125.25, equal to 100.124.

**MIDDLE RIVER SCHOOL DISTRICT (P. O. Middle River), Marshall County, Minn.—BOND SALE.**—On Aug. 27 \$7,500 10-year building bonds were awarded to the Capital Trust & Savings Bank for \$7,810 (100.133) as 8s. There were four other bidders. Denom. \$500 and \$1,000. Date July 1 1915. Interest annually on July 1.

**MILAN SCHOOL DISTRICT (P. O. Milan), Rock Island County, Ill.—BOND OFFERING.**—Bids will be received until Sept. 20 for the \$6,200 6% building bonds voted Aug. 14.—V. 101, p. 713. Due \$1,200 April 1 1920 and \$1,000 yearly on April 1 from 1921 to 1925 incl.

**MILERSBURG, Holmes County, Ohio.—BOND OFFERING.**—Bids will be received until 12 m. Sept. 20 by Sam. Franks Jr., Village Clerk, for the following 4½% street-improvement assessment bonds: \$1,133.26 W. Jackson St. improvement bonds. Denom. \$112. Due part yearly beginning Sept. 1 1916.

2,811.02 No. Grant St. improvement bonds. Denom. \$280. Due part yearly beginning Sept. 1 1916.

Date Sept. 1 1915. Principal and semi-ann. int.—M. & S.—payable at office of Village Treasurer. Certified check for 10% of bonds bid for, payable to Village Treasurer, required. Bonds to be delivered and paid for within 10 days from time of award. Purchaser to pay accrued interest.

**MINNEAPOLIS, Minn.—BOND OFFERING.**—Sealed proposals and popular subscriptions will be received until 3 p. m. Oct. 8 by Henry N. Knott, City Clerk, for \$15,000 4% bonds for making a physical examination of the properties of the Minneapolis Street Ry. Co. Date Nov. 1 1915. Principal and semi-annual interest, payable at the fiscal agency of the City of Minneapolis in New York. Due not less than 1 year nor more than 30 years, at option of purchaser. No proposal will be entertained for any of the above bonds for a sum less than 95% of the par value thereof and accrued interest on same to date of delivery. Certified check for 2% of bonds bid for, payable to the City Treasurer, required.

The official notice of this bond offering will appear next week among the advertisements elsewhere in this Department.

**MITCHELL COUNTY (P. O. Bakerville), No. Caro.—BOND SALE.**—The \$30,000 6% coupon tax-free Grassy Creek Twp. highway-construction bonds offered on May 3 have been awarded to C. N. Malone & Co. of Asheville for \$30,250, equal to 100.833.—V. 100, p. 1528.

**MONONGALIA COUNTY (P. O. Morgantown), W. Va.—BOND ELECTION.**—An election will be held Sept. 18 to vote on the propositions to issue \$300,000 Morgan District and \$140,000 Union District road-impt. bonds, according to reports.

**MONTICELLO, White County, Ind.—BOND OFFERING.**—Bids will be received until 7:30 p. m. Sept. 24 by F. R. Fisher, City Clerk, for \$6,500 5½% 16-year city park bonds. Denom. \$400. Interest semi-annual. Due \$400 yearly on Dec. 1 from 1919 to 1934 inclusive.

**MOVILLE, Woodbury County, Iowa.—BONDS VOTED.**—By a vote of 91 to 1 the question of issuing \$6,000 5½% 10-20-yr. opt. funding bonds carried at the election held Sept. 13.

**NACOGDOCHES COUNTY COMMON SCHOOL DISTRICT NO. 32, Tex.—BOND SALE.**—The \$12,500 5% 10-40-year (opt.) building bonds registered by the State Comptroller on Aug. 19 have been purchased by the Blanton-Wise Co. of Houston.

**NACOGDOCHES INDEPENDENT SCHOOL DISTRICT (P. O. Nacogdoches), Nacogdoches County, Tex.—BOND SALE.**—The Blanton-Wise Co. of Houston has purchased the \$45,000 5% 5-40-year (opt.) building bonds.—V. 101, p. 714.

**NELSON COUNTY (P. O. Lovingston), Va.—BOND SALE.**—On Sept. 1 the \$35,000 5% 20½-year average coupon Lovingston Magisterial District road-improvement bonds were awarded to Baker, Watts & Co. of Baltimore for \$35,335 (100.957) and int.—a basis of about 4.92%.—V. 101, p. 637.

**NEWARK, N. J.—TEMPORARY LOAN.**—On Sept. 14 a loan of \$50,000, maturing in six months, was negotiated, it is stated, with Salomon Bros. & Hutzler of N. Y. on a 2.795% interest basis.

**NEW BEDFORD, Bristol County, Mass.—TEMPORARY LOAN.**—Reports state that this city has negotiated a loan of \$209,900, maturing Nov. 14 1915, with Morgan & Barrett of N. Y. at 2½% discount.

**BOND SALE.**—On Sept. 16 the following 4% reg. bonds, aggregating \$29,482.75, were awarded to Hornblower & Weeks of Boston, it is stated, at 100.59:

\$12,000 00 bridge loan No. 2 bonds. Date Aug. 1 1915. Due \$1,000 yearly on Aug. 1 from 1916 to 1927, incl.  
17,482.75 highway-ext. loan No. 1 bonds. Date Sept. 1 1915. Due \$2,482.75 Sept. 1 1916, \$2,000 yearly Sept. 1 from 1917 to 1922, incl. and \$1,000 Sept. 1 1923, 1924 and 1925.

Denom. \$1,000 each or multiple thereof. Int. F. & A. by check through mail.

**NEW ORLEANS, La.—BIDS REJECTED.**—The following bids received for the \$100,000 5% coupon (with privilege of registration as to principal) Audubon Park bonds offered on Sept. 13 were rejected.—V. 101, p. 713.

Spitzer, Borick & Co., Toledo, par and int. from Sept. 13 1915.  
Lalor Newman & Son of New Orleans, par and int.  
The above bids were rejected, we are advised, on account of being "informal," imposing conditions outside of specifications.

**NOBLE COUNTY (P. O. Abilene), Ind.—BOND SALE.**—On Sept. 6 the \$20,000 4½% highway improvement bonds were awarded, it is stated, to C. C. Shipp & Co. of Indianapolis at 100.34.—V. 101, p. 714.

**NORTH CHATTANOOGA (P. O. Chattanooga), Hamilton County, Tenn.—BOND OFFERING.**—Proposals will be received until 2 p. m.

Sept. 27 by J. Read Voigt, Mayor, for the \$50,000 5% 30-yr. sewer bonds.—V. 101, p. 637. Denom. \$1,000. Date Sept. 1 1915. Int. semi-annually in New York. Cert. check for 2% of bonds bid for, payable to W. S. Boek, Town Treas., required. Bonds will be delivered in Chattanooga or in New York at purchaser's option immediately after they are ready for signature. Purchasers will be furnished without charge opinion of Caldwell, Masslich & Reed of New York approving the validity of bonds payable from tax provided in and limited by the town charter. Bids must be made on blank forms which will be furnished by the Mayor. Purchaser to pay accrued int. Bonded debt, this issue, \$50,000. Floating debt, \$325. Assess. val., \$721,620; actual val., \$1,750,000.

**NORTH COLLINS, Erie County, N. Y.—BOND OFFERING.**—Proposals will be received until 2 p. m. Sept. 30, reports state, by L. B. Ward, Village Clerk, for \$35,000 4¼% 15½-year average water bonds. Interest semi-annual. Certified check for 2% required.

**NORTH HEMPSTEAD (P. O. Manhasset), Nassau County, N. Y.—BOND SALE.**—On Sept. 30 the \$30,000 Carle Place Water District bonds were awarded to Farson, Son & Co. of New York at par for 4.49s. Denom. \$2,000. Int. M. & S. Due \$2,000 yearly on Sept. 1 from 1920 to 1934 inclusive. Other bids were:  
H. A. Kahler & Co., New York—4.60s.-----100.07  
Harris, Forbes & Co., New York—4.65s.-----100.201  
Geo. B. Gibbons & Co., New York—4.70s.-----100.09

**NORTH YAKIMA, Yakima County, Wash.—BOND ELECTION.**—Local papers state that an election will be held Oct. 20 to decide whether or not this city shall issue \$80,000 drainage-system-construction bonds.

**PACIFIC COUNTY (P. O. South Bend), Wash.—BOND SALE.**—On Sept. 13 Carstens & Earles, Inc., of Seattle, purchased at private sale \$200,000 5% 1-20-year serial funding bonds at par and int. Denom. \$1,000. Interest semi-annual. Bonds payable at the County Treasurer's office or at the Washington State fiscal agency in New York.

**PAINESVILLE, Lake County, Ohio.—BOND SALE.**—On Sept. 7 the two issues of 5% coupon street-impt. assess. bonds, aggregating \$10,000, were awarded to Breed, Elliott & Harrison of Cin. at 101.401 and int.—V. 101, p. 714. Other bidders were:  
Otis & Co., Cleveland—101.10 | Prov. S. B. & Tr. Co., Cin.—100.845  
Hoehler Cuming & Prud., Tol. 101.066 | Tillotson & Wolcott Co.—100.77  
Brighton Germ. Bank, Cin.—101.022 | Seasongood & Mayer, Cin.—100.63

**PALM BEACH COUNTY (P. O. West Palm Beach), Fla.—BOND SALE.**—On Sept. 7 the \$750,000 road and \$50,000 refunding 5½% 20-year average tax-free bonds were awarded, it is stated, to Hoehler, Cummings & Prudden and Sidney Spitzer & Co. of Toledo at 98.07 and int.—V. 101, p. 547.

**PARK CITY (P. O. Knoxville), Tenn.—BOND SALE.**—On Sept. 7 an issue of \$90,000 street-improvement bonds were awarded, it is stated, to J. C. Mayer & Co. of Cincinnati at par and interest.

**PEEKSKILL, Westchester County, N. Y.—BOND OFFERING.**—According to newspaper reports, Albert E. Cruger, Village Clerk, will receive bids for \$12,000 5% 5-28-year serial fire bonds. Interest semi-annual. Certified check for \$500 required.

**PEKIN, Tazewell County, Ill.—BOND SALE.**—We have just learned that Counselman & Co. of Chicago were awarded at par and int. on March 8 that an issue of \$48,000 4¼% coupon street railway bonds. Denom. \$5 for \$100 and 70 for \$500. Date April 1 1915. Interest annually on April 1 at \$100 and 70 for \$500. Due on April 1 as follows: \$500,000, \$1,000, 1917; City Treasurer's office. Due on April 1 as follows: \$500,000, \$1,000, 1917; 1924 and 1925, \$2,700, 1926, 1927 and 1928; \$3,000, 1929, \$4,100, 1930 to 1934, inclusive, and \$3,300 in 1935.

**PICKETT COUNTY (P. O. Byrdstown), Tenn.—BOND OFFERING.**—Proposals will be received until 2 p. m. Oct. 1 by H. C. Winningham, Secy. of Highway Commission, for \$18,000 5% 10-40-year (opt.) bonds. Denom. \$500.

**PITTSBURGH, Pa.—BONDS AUTHORIZED.**—On Sept. 14 an ordinance was passed, it is stated, to issue bonds aggregating \$2,750,000 to fund the floating debt which the city owes for contractors' claims and for judgments against the city for street assessments. An ordinance was also passed providing for the issuance of \$90,000 incinerator-plant constr. bds.

**PLANO, Kendall County, Ill.—BOND SALE.**—According to local newspaper reports, this city has sold an issue of \$13,500 judgment bonds to Howard, Simmons & Armstrong.

**PLYMOUTH CONSOLIDATED INDEPENDENT SCHOOL DISTRICT (P. O. Plymouth), Gordo Gordo County, Iowa.—DESCRIPTION OF BONDS.**—The \$15,000 building bonds awarded on Aug. 31 to Schanke & Co. of Mason City bear interest at the rate of 5% and in denom. of \$500. V. 101, p. 868. Date Oct. 1 1915. Int. J. & D. Due serially to 1924.

**POCAHONTAS CONSOLIDATED SCHOOL DISTRICT, Hinds County, Miss.—BOND OFFERING.**—Sealed bids will be opened Oct. 4 by the Board of Co. Supers., W. W. Downing, Clerk (P. O. Jackson), for \$5,000 6% school bonds. Date Oct. 1 1915. Int. semi-annual. Cert. check for 5% of bid, payable to Hinds County, required.

**POPLAR BLUFF SCHOOL DISTRICT (P. O. Poplar Bluff), Butler County, Mo.—BONDS OFFERED BY BANKERS.**—G. H. Walker & Co. of St. Louis are offering to investors \$25,000 4½% 10-20-year (opt.) building bonds. Denom. \$500. Date June 1 1925. Principal and semi-annual int.—J. & D.—payable in Chicago or collectible without exchange through the above company. Total bonded debt, including this issue, \$140,500. Sinking fund, \$10,365. Assessed valuation, equalized, 1914, \$2,811,966. Legality approved by Chas. B. Wood, Esq., Chicago.

**PORTLAND, Me.—TEMPORARY LOAN.**—It is stated that this city recently negotiated a high-school loan of \$150,000 maturing in six months, with Bond & Goodwin of Boston at 3.03% discount.

**PUTNAM COUNTY (P. O. Greencastle), Ind.—BOND SALE.**—On Sept. 5 the two issues of 4½% highway-impt. bonds, aggregating \$5,480, were awarded, reports state, to the First Nat. Bank of Greencastle as follows (V. 101, p. 715):  
\$3,420 Obenshain road bonds for \$3,428 (100.233) and int.  
2,060 Irwin road bonds for \$2,065 (100.242) and int.

**RANDOLPH COUNTY (P. O. Winchester), Ind.—BOND SALE.**—The following bids were received for the \$13,100 4½% 5½-year average highway-impt. bonds offered on Sept. 6.—V. 101, p. 715:  
Comm. Nat. Bank—\$13,147.16 | Delaware Co. Nat. Bank—\$13,127.50  
Merchants Nat. Bank—13,141.35 | C. C. Shipp & Co., Indpls. 13,118.00  
F. Wild & Co., Indpls. 13,135.00 | Breed, Elliott & Harrison, F. Wild & Co., Indpls. 13,135.00  
Fletcher-Am.Nat.Bk.,Indp. 13,133.75 | Indianapolis—13,115.00

**RED RIVER, ATCHAFALAYA AND BAYOU BOEUF LEVEE DISTRICT, La.—BOND SALE.**—On Sept. 10 the \$250,000 5% 50-year coupon levee bonds were awarded to the Hibernia Bank & Trust Co. of New Orleans at 100.124, int. and other considerations. V. 101, p. 703. The Interstate Trust & Bank Co. of New Orleans bid par.

**RICHFIELD, Sevier County, Utah.—BOND SALE.**—The \$25,000 5% 20-year sewer bonds offered on Aug. 19 have been awarded, it is stated, to Sweet, Causay, Foster & Co. of Denver.—V. 101, p. 548. Denom. \$1,000. Date Oct. 1 1915. Int. A. & O.

**RICHLAND SCHOOL TOWNSHIP (P. O. Metz), Steuben County, Ind.—BOND SALE.**—On Sept. 10 the \$8,000 6% 6-year average school bonds were awarded to J. F. Wild & Co. of Indianapolis for \$8,171 (102.137) and int., bonds furnished free.—V. 101, p. 715. Other bids were:  
E. M. Campbell, Sons & Co., Indianapolis—\$8,173.00  
Fletcher American Nat. Bank, Indianapolis—8,168.00  
Hanchett Bond Co., Chicago—8,167.00  
Holger, Mosser & Willaman, Chicago—8,187.75  
First Nat. Bank, Argonia—5,090.00

\*And furnishing of bonds. x Less \$25 for bonds.  
**RIO GRANDE DRAINAGE DISTRICT (P. O. Monte Vista), Colo.—BOND SALE.**—On Sept. 4 the \$60,000 6% 4-yr. aver. drainage ditch constr. bonds were awarded to J. E. Frankin of Colorado Springs at 99.10.—V. 101, p. 633. Denom. \$500. Date Oct. 1 1915. Int. A. & O.  
**ROCHESTER, N. Y.—BOND SALE.**—On Sept. 13 the \$25,000 Genesee River deepening and \$3,333 West High School notes were sold to J. S. Bache & Co. of New York at 3% and \$2 premium.—V. 101, p. 868. Other bidders were:

	Interest.	Prem.
Goldman Sachs & Co., New York	3.24%	\$0.50
Salomon Bros. & Hutzler, New York	3.35%	.50
Farmers Loan & Trust Co., New York	3.50%	----
Hibbard, Palmer & Kalbfleisch, Rochester	4%	----

ROCKFORD, Spokane County, Wash.—BOND SALE.—On Sept. 13 \$1,500 4% water-main bonds were awarded to Ferris & Hardgrove of Spokane at par. Denom. \$500. Date July 1 1915. Int. J. & J. Due \$500 1923, 1924 and 1925.

ROSEBURG, Douglas County, Ore.—BOND ELECTION PROPOSED.—Reports state that this city proposes to hold an election to vote on the question of issuing \$225,000 municipal-light-system bonds.

ROSS, Roseau County, Minn.—BOND SALE.—On Sept. 10 the \$8,000 15-year refunding bonds were awarded to the Farmers & Merchants State Bank of Roseau at par and int. for 6s. V. 101, p. 715. There were two other bidders. Denom. \$1,000. Date Oct. 1 1915. Int. ann. on Dec. 1.

ROSS COUNTY (P. O. Chillicothe), Ohio.—BOND OFFERING.—Proposals will be received until 12 m. Oct. 5 by Robt. D. Alexander, Co. Aud., for \$40,000 5% 10 1/2-year average Memorial Bldg. bonds. Denom. \$500. Date Aug. 15 1915. Int. F. & A. Due \$2,000 yearly on Aug. 15 from 1916 to 1935 incl. Cert. check for 2% of bonds bid for required. Transcript of proceedings will be furnished successful bidder.

ST. JOSEPH COUNTY (P. O. South Bend), Ind.—BOND OFFERING.—Fred. W. Martin, County Treasurer, will receive bids until 11 a. m. Sept. 23 (date changed from Sept. 14) for \$56,000 4 1/2% 5 1/2-year average Lincoln Highway East bonds.—V. 101, p. 715. Denom. \$560. Date Sept. 1 1915. Int. M. & N. Due \$2,800 each six months from May 15 1916 to Nov. 15 1925 incl.

ST. LOUIS COUNTY (P. O. Clayton), Mo.—BOND ELECTION PROPOSED.—Reports state that a petition is being circulated calling for an election to vote on the question of issuing \$3,000,000 flood-repair bonds

SALEM, Columbiana County, Ohio.—BOND OFFERING.—Bids will be received until 12 m. Oct. 11 by Geo. Holmes, City Aud., for \$12,000 5% 10 1/2-year average refunding bonds. Auth. Sec. 3916, Gen. Code. Denom. \$1,000. Date Sept. 1 1915. Int. M. & S. Due \$1,000 yearly on Sept. 1 from 1925 to 1936 incl. Cert. check for 2% of bonds bid for, payable to City Treas., required. Bonds to be delivered and paid for within 10 days from time of award. Purchaser to pay accrued int.

SAN DIEGO, Calif.—BOND ELECTION PROPOSED.—Local papers state that this city is contemplating the calling of an election to vote on the issuance of \$100,000 Mission Valley pump-construction, \$75,000 reservoir construction, \$55,000 emergency reservoir and \$25,000 immigrant station bonds.

SANDUSKY, Erie County, Ohio.—BONDS TO BE OFFERED SHORTLY.—Local newspaper reports state that this city will shortly offer for sale an issue of \$98,000 sewer bonds.

SANDUSKY COUNTY (P. O. Fremont), Ohio.—BOND SALE.—Bids for the two issues of 5% road bonds, aggregating \$43,900, offered on Sept. 15, were as follows (V. 101, p. 715):

Table with 2 columns: Bidder name and bid amount. Includes Seasongood & Mayer, Field, Richards & Co., Davies-Bertram Co., Hornbaker & Co., Stacy & Braun, Continental & Comm'l Trust & Sav. Bank, etc.

SAN MARCOS, Hays County, Texas.—BOND OFFERING.—T. C. Johnson, City Secretary, will receive bids for the \$3,500 street-improvement and \$3,500 incinerator construction 5% 10-40-year coupon bonds. V. 101, p. 793. Auth. Art. 925, Rev. Stat. of Texas. Denom. \$500. Date Aug. 24 1915. Int. F. & A. at San Marcos or Austin or Hanover Nat. Bank, N. Y. Bonded debt, incl. these bonds, \$76,500. Floating debt, \$8,200. Sinking fund, \$15,885. Assessed value 1915, \$2,771,000. City tax rate (per \$1,000), \$11.50.

BOND SALE.—The \$20,000 5% 10-40-year (opt.) city building bonds mentioned in V. 99, p. 1852, were awarded on May 15 to H. M. Noel & Co. of St. Louis at par and interest less \$300 commission.

SANTA BARBARA COUNTY (P. O. Santa Barbara), Calif.—RESULT OF BOND ELECTION.—Local papers state that at the election held Aug. 30 the questions of issuing the \$100,000 hospital-building and equipment, \$15,000 detention-home-construction and equipment, \$893,000 main-public-highway-improvement and equipment, \$893,000 new public-highway-construction bonds were defeated, while the proposition to issue the \$350,000 5% 1-35-year ser. gold State highway bridge-construction bonds received a favorable vote.—V. 101, p. 716.

SAUK CENTER INDEPENDENT SCHOOL DISTRICT (P. O. Sauk Center), Stearns County, Minn.—BONDS VOTED.—The question of issuing to the State of Minnesota the \$50,000 building bonds carried, it is reported, at the election held Sept. 9.—V. 101, p. 794.

SAVANNAH, Ga.—BOND ELECTION.—An election will be held Oct. 12 to determine whether or not this city shall issue \$400,000 4 1/2% 25-year house-drainage and storm-sewerage-system ext. bonds. Denom. (200) \$500, (300) \$1,000. Int. semi-annually.

SCHENECTADY, N. Y.—BOND OFFERING.—Bids will be received until 11 a. m. Sept. 21 by James F. Hooker, City Compt., for the following reg. bonds:

Table with 3 columns: Bond description, Denom., and Due date. Includes \$80,000 4 1/2% sewer bonds, \$4,000 yearly on Sept. 1 from 1916 to 1935 incl. school bonds, etc.

The last two issues, aggregating \$29,500, will be purchased at par by the City Compt. for the credit of the Sinking Funds and Pension Funds of the city.

Prin. and semi-ann. int., payable at office of City Treas., or upon request of registered holder will be remitted in N. Y. exchange. Cert. check on a solvent national bank or trust company, for 2% of bonds bid for, payable to City Treas., required. These bonds (except those which the City Compt. will purchase) will be certified as to genuineness by the U. S. Mfg. & Tr. Co. and their legality will be examined by Caldwell, Masslich & Reed of N. Y., whose favorable opinion will be furnished purchaser. The first five issues of bonds will be delivered to purchaser at above trust company on Sept. 23, or as soon thereafter as bonds are completed.

SCOTT COUNTY (P. O. Huntsville), Tenn.—BOND OFFERING.—Proposals will be received until Oct. 1 by W. H. Potter, County Judge, it is stated, for \$300,000 4% semi-annual 18 5/8-year aver. road bonds.

SELBY SCHOOL DISTRICT, Contra Costa County, Calif.—BOND OFFERING.—Proposals will be received until 10 a. m. Sept. 20 by the Co. Treas., it is stated, for the \$11,000 5% building bonds voted Aug. 16, V. 101, p. 860. Denom. \$500.

SEMINOLE COUNTY (P. O. Sanford), Fla.—BONDS VOTED.—The proposition to issue \$450,000 road bonds carried, it is stated, at an election held Sept. 6.

SERENA, La Salle County, Ill.—BONDS VOTED.—At the election held Sept. 2 this town voted in favor of the issuance of \$4,000 bridge-constr. bonds. It is stated.

SEQUATCHIE COUNTY (P. O. Dunlap), Tenn.—BOND OFFERING.—Sealed bids will be received until 12 m. Oct. 2 by J. H. Heard, Chairman of Board of County Commissioners, for the \$50,000 5% 20-40-year (opt.) road-construction bonds. V. 100, p. 2187. Denoms. not less than \$500. Int. semi-annual. Certified check for \$500 required.

SHEBOYGAN, Sheboygan County, Wis.—BONDS PROPOSED.—Local papers state that this city proposes to issue \$75,000 city-hall-erection bonds.

SHELBY COUNTY (P. O. Shelbyville), Ind.—BOND OFFERING.—Bids will be received until 10 a. m. Sept. 25 by W. A. McDonald, County Treasurer, for the following 4 1/2% 5 1/2-year average highway-impt. bonds: \$6,460 Jos. A. Redenbough et al. road bonds in Liberty Twp. Denom. \$323. 5,960 John H. Pollman et al. road bonds in Liberty Twp. Denom. \$298. 6,520 Benj. Schoentrup et al. road bonds in Shelby Twp. Denom. \$326. Date Sept. 15 1915. Int. M. & N. Due one bond of each issue each six months from May 15 1916 to Nov. 15 1925 incl.

SLATON, Lubbock County, Texas.—BONDS VOTED.—At a recent election the question of issuing \$10,000 water-works bonds received a favorable vote.

SPICE VALLEY SCHOOL TOWNSHIP, Lawrence County, Ind.—BOND OFFERING.—Bids will be received until 1 p. m. Sept. 27 by L. S. Chase, Township Trustee (P. O. Williams), for \$19,000 4 1/2% 11 2-3-year average school-house bonds. Denom. 2 for \$500, 24 for \$750. Date Sept. 1 1915. Due \$500 July 1 1916 and Jan. 1 1917, and \$750 each six months from July 1 1917 to Jan. 1 1929 inclusive. Certified check on a Lawrence County bank for \$100, payable to Township Trustee, required.

SPRINGFIELD, Hampden County, Mass.—TEMPORARY LOAN.—Newspaper dispatches state that this city has awarded a loan of \$200,000 dated Sept. 7 1915 and Nov. 5 1915 to Morgan & Bartlett of N. Y. at 2.20% discount.

SPRINGFIELD SCHOOL DISTRICT NO. 186 (P. O. Springfield), Sangamon County, Ill.—BONDS OFFERED BY BANKERS.—Emery, Peck & Roelwage of Chicago are offering to investors the \$400,000 4 1/2% 10 1/2-year average coup. building bonds, the sale of which was postponed from Aug. 19 to Aug. 17.—V. 101, p. 548. Denom. \$1,000. Date Sept. 1 1915. Total bonded debt \$530,000. Assessed valuation, 1914, \$18,346,496; real value, estimated, \$55,000,000.

SUMMIT COUNTY (P. O. Akron), Ohio.—BOND OFFERING.—Bids will be received until 11 a. m. Sept. 22 by C. L. Bower, Clerk Bd. of Co. Commrs., for the following 5% coup. highway-impt. bonds: \$9,112 45 Tallmadge Twp.'s portion road bonds. Denom. 8 for \$1,000, 1 incl. and \$1,12 45 Oct. 1 1920.

5,502 98 Springfield Twp.'s portion road bonds. Denom. 4 for \$1,000, 1 for \$1,502 98. Due \$1,000 yrly. on Oct. 1 from 1916 to 1919 incl. and \$1,502 98 Oct. 1 1920.

6,901 27 Norton Twp.'s portion road bonds. Denom. 6 for \$1,000, 1 for \$901 27. Due \$1,000 Oct. 1 1916, 1917, 1918 and 1920, \$3,000 Oct. 1 1919 and \$901 27 Oct. 1 1920.

12,487 25 Norton Twp. assess. road bonds. Denom. 12 for \$1,000, 1 for \$487 25. Due \$2,000 Oct. 1 1916 and 1917, \$3,000 Oct. 1 1918 and 1919 and \$2,487 25 Oct. 1 1920.

6,074 96 Tallmadge Twp. assess. road bonds. Denom. 5 for \$1,000, 1 for \$1,074 96. Due \$1,000 yrly. on Oct. 1 from 1916 to 1919 incl. and \$2,074 96 Oct. 1 1920.

Auth. Secs. 1222-1 and 1223, Gen. Code. Date day of sale. Prin. and semi-ann. int.—A. & O.—payable at office of Co. Treas. Purchaser to pay accrued interest.

SUMTER, Sumter County, So. Caro.—BONDS VOTED.—By a vote of 150 to 26 the question of issuing the \$225,000 1-20-yr. ser. street-paving bonds carried at the election held Sept. 7.—V. 101, p. 794.

SUTTLES LAKE IRRIGATION DISTRICT, Jefferson County, Ore.—BONDS PROPOSED.—Reports state that this district has under consideration the issuance of \$600,000 irrigation bonds.

TERRIL, Dickinson County, Iowa.—BOND SALE.—Reports state that the \$8,500 5 1/2% water-works bonds mentioned in V. 100, p. 2188, have been sold.

TINNIN CONSOLIDATED SCHOOL DISTRICT, Hinds County, Miss.—BOND OFFERING.—Proposals will be opened on Oct. 4 by the Board of County Supervisors, W. W. Downing, Clerk (P. O. Jackson), for \$4,000 6% school bonds. Date Oct. 1 1915. Int. semi-annual. Certified check for 5% of bid, payable to Hinds County, required.

TOLEDO, Ohio.—BOND SALE.—On Sept. 13 the \$53,000 street-impt. assess. bonds were awarded to Stacy & Braun of Toledo at 100.34 and int., it is stated.

UNION COUNTY (P. O. Elizabeth), N. J.—BOND SALE.—On Sept. 2 the \$37,000 4 1/2% 7-yr. average bridge bonds were awarded, it is stated, to the Nat. State Bank of Elizabeth at 102.06—a basis of about 4.15%. It is stated.—V. 101, p. 639.

UTICA, Oneida County, N. Y.—BONDS AUTHORIZED.—According to reports, the Board of Estimate and Apportionment at a meeting held Sept. 8 voted to issue \$165,000 Kerman school bonds.

VALLEY COUNTY (P. O. Glasgow), Mont.—BOND SALE.—Keeler Bros. of Denver were awarded on Aug. 3 \$143,000 5 1/2% 10-20-year (opt.) funding bonds at par. Denom. \$1,000. Date July 1 1915. Int. J. & J.

VERMILLION COUNTY (P. O. Newport), Ind.—BOND OFFERING.—J. Clark Smith, County Treasurer, will receive bids until 10 a. m. Sept. 23 for \$21,500 4 1/2% J. W. Redman et al. road bonds in Holt Twp. Denom. \$1,075. Int. M. & N. Due \$1,075 each six months from May 15 1916 to Nov. 15 1925 incl.

VICTORVILLE SCHOOL DISTRICT (P. O. Victorville), San Bernardino County, Calif.—BONDS VOTED.—By a vote of 130 to 9 the question of issuing \$30,000 building bonds carried, it is stated, at an election held Sept. 4.

VOLUSIA COUNTY (P. O. Deland), Fla.—BOND OFFERING.—Proposals will be received until 12 m. Oct. 11 by Sam'l D. Jordan, Clerk Bd. of Co. Commrs., for \$400,000 6% 30-yr. Halifax Spec. Road and Bridge Dist. road-constr. bonds. Auth. Chap. 6208, Acts of 1911, and as amended by Chap. 6879 of 1915; also vote of 314 to 35 at an election held June 10 1915. Bonds were validated Aug. 7. Denom. \$1,000. Date July 1 1915. Principal and semi-annual int. (J. & J.), payable at the National Bank of Commerce, New York, or Merchants' Bank of Daytona, at option of holder. A cert. check or a bond for 2% of bonds bid for required. Bonded debt, this issue, \$400,000. Official circular stamp, as assessed, val. 1915, \$4,301,175; true val., est., \$10,000,000. There is no controversy or litigation pending or threatened affecting the corporate existence of the boundaries of county or the title of its present officials to their respective offices, or the validity of these bonds, and that there has never been any issue, or the payment of any of the county obligations, also that no previous issues have ever been contested. No bid will be entertained for a sum less than 95% of par value of bonds.

WASHINGTON, Franklin County, Mo.—BONDS VOTED.—The question of issuing \$60,000 5-20-year (opt.) water-works-plant-purchase and improvement bonds at not exceeding 4 1/2%, carried by a vote of 477 to 97 at an election held Sept. 8.

WASHINGTON C. H., Fayette County, Ohio.—BOND SALE.—On Sept. 13 the \$7,500 5% 5 1/2-year average street-improvement, city's share bonds were awarded to Seasongood & Mayer of Cincinnati for \$7,576 (101 013) and int., a basis of about 4.77%.—V. 101, p. 717. Other bids: Field, Richards & Co., Cin. \$7,567 50; Tillotson & Wolcott Co., \$7,542 75; Breed, Elliott & Harrison, Cincinnati \$7,561 50; Well, Roth & Co., Cin. \$7,540 00; A. E. Aub & Co., Cin. \$7,557 50; Prov. S. B. & Tr. Co., Cin. \$7,527 75; A. E. Aub & Co., Cin. \$7,557 50; Ochs & Co., Cleveland \$7,505 00.

WATER TOWN, Jefferson County, Wis.—BONDS AUTHORIZED.—An ordinance was passed by the Common Council on Sept. 7 providing for the issuance of \$100,000 4 1/2% coupon high-school-building bonds. Denom. \$500. Date Jan. 15 1916. Principal and semi-annual int. (J. & J.) payable at the City Treas. office. Due \$5,000 yearly Jan. 15 from 1917 to 1936, incl.

WENONAH, Gloucester County, N. J.—BOND OFFERING.—Reports state that this borough is offering for sale an issue of \$4,000 water bds.

WESTERVILLE, Franklin County, Ohio.—BOND OFFERING.—Bids will be received until 12 m. Sept. 23 by R. D. Bennett, Vil. Clerk, for \$7,600 Vine St., \$12,500 W. Home St. and \$3,000 W. 8th St. 5% 20-yr. street-impt. assess. bonds. Auth. Sec. 3914, Gen. Code. Denom. \$500. Date Sept. 1 1915. Int. A. & O. Cert. check for 5% of bonds bid for, payable to Vil. Treas., required. Bonds to be delivered and paid for within 10 days from time of award. Purchaser to pay accrued interest.

WEST PITTSFORD (P. O. Pittston), Luzerne County, Pa.—BONDS AUTHORIZED.—Reports state that on Sept. 7 the Borough Council authorized the issuance of \$55,000 5% bonds. Denom. \$500 and \$1,000.

**WHITE COUNTY (P. O. Monticello), Ind.—BOND OFFERING.**—Bids will be received until 10 a. m. Oct. 2 by O. C. Middlestadt, County Treas., for the following 4½% 5½-year average highway-impt. bonds: \$11,500 C. O. Middlestadt et al. road bonds in Monon Twp. Denom. \$575. 12,000 Earnest Scipio et al. road bonds in West Point Twp. Denom. \$600. Date Sept. 7 1915. Int. M. & N. Due one bond of each issue each six months from May 15 1916 to Nov. 15 1925 incl.

**WHITEWRIGHT SCHOOL DISTRICT (P. O. Whitewright), Grayson County, Texas.—BOND SALE.**—The First Nat. Bank of Whitewright was awarded on June 1 \$4,500 5% 5-10-year (opt.) building bonds at par and int. Denom. \$500. Date ann. on April 1.

**WILMOT SCHOOL DISTRICT (P. O. Wilmot), Ashley County, Ark.—BOND SALE.**—Reports state that Gunter & Sawyers of Little Rock have purchased an issue of \$25,000 refunding bonds.

**WORCESTER, Mass.—BIDS.**—The other bids received for the loan of \$75,000, maturing Nov. 15 1915, awarded to Salomon Bros. & Hutzler of N. Y. at 2.16% discount (not 1.16% as first reported), were as follows:—V. 101, p. 870:

Lee, Higginson & Co., N. Y. 2.17%	Loring, Tolman & Tupper. c.2.28%
Morgan & Bartlett, N. Y. c.2.18%	Blake Bros. & Co., Boston. 2.20%
Bond & Goodwin, Boston. c.2.18%	Goldman, Sachs & Co., N. Y. 2.35%
Curtis & Sangor, Boston. 2.21%	Cropley, McGaragle & Co. 2.49%
H. Lee Ansley, N. Y. c.2.25%	
a Plus 50 cents prem.	b Plus \$10 prem.
	c Plus 25 cts. prem.

**YELLOW CREEK TOWNSHIP, Columbiana County, Ohio.—BOND SALE.**—On Sept. 1 the three issues of 5% 5-year average road-impt. bonds, aggregating \$32,800, were awarded, reports state, to the Peoples Nat. Bank of Wellsville for \$32,832, equal to 100.097.—V. 101, p. 718.

**YORK SCHOOL TOWNSHIP (P. O. Metz), Steuben County, Ind.—BOND SALE.**—On Sept. 10 the \$9,900 5% school bonds were awarded to the Fletcher Amer. Nat. Bank of Indianapolis for \$10,140 and int (\$12,424). Purchaser to furnish blank bonds.—V. 101, p. 718.

The other bids were:

Meyer-Kiser Bank, Indianapolis. 10,132 75
Hanchett Bond Co., Chicago. 10,127 70
E. M. Campbell's Son & Co., Indianapolis. 10,081 00
Miller & Co., Indianapolis. 10,075 50
First National Bank, Angola. 10,011 00

\* And furnishing of bonds.

**YOUNGSHIRE, Warren County, Pa.—BOND SALE.**—On Sept. 14 the \$23,000 (amount reduced from \$28,000) 5% coup. sewer and water works bonds were awarded to the Hanchett Bond Co. of Chicago for \$23,507 (102.204) and int.—V. 101, p. 718.

**Canada, its Provinces and Municipalities.**

**CARLYLE, Sask.—DEBENTURE SALE.**—Reports state that this town has sold to the Bond & Debenture Corp. of Canada at Winnipeg an issue of \$9,000 debentures at \$7.

**FORT ERIE, Ont.—DEBENTURE OFFERING.**—Bids will be received until to-day (Sept. 18) by Wm. Stimmans, Clerk, for the \$10,000 5½% 20-installment road debentures which were offered without success on July 20.—V. 101, p. 640. Date July 15 1915.

**DOMINION OF CANADA.—SALE OF SCHOOL DISTRICT DEBENTURES.**—The following nine issues of school building debentures, aggregating \$13,600, issued by various districts in the provinces of Manitoba

and Saskatchewan, were purchased during the month of August by H. O'Hara & Co. of Toronto:

Amount.	Place.	Date.	Rate.	Due.
\$3,000	Gunton Consol. S. D., Man.	July 1	6%	1917-36
1,000	Waldeck S. D. No. 1718, Sask.	Aug. 2	7%	1917-26
1,700	Moore S. D. No. 3560, Sask.	Aug. 14	7%	1917-26
1,800	Scout Lake S. D. No. 3604, Sask.	Aug. 15	7½%	1917-26
1,600	Estuary S. D. No. 3387, Sask.	Aug. 15	7½%	1916-25
1,000	Wexford S. D. No. 3434, Sask.	Aug. 15	7½%	1917-26
1,500	Paisley Brook S. D. No. 1652, Man.	Aug. 15	7%	1917-26
1,000	Beaver Dam S. D. No. 1732, Man.	Aug. 1	7%	1917-26
1,000	Scandia S. D. No. 1732, Man.	Aug. 1	7%	1917-26

All the above debentures are payable in annual instalments.

**GAINSBORO TOWNSHIP (P. O. Wellandport), Ont.—DEBENTURES AUTHORIZED.**—The Council on Aug. 17 passed a by-law, it is reported, providing for the issuance of \$3,000 school-building debentures.

**LAVAL DES RAPIDES, Que.—DEBENTURES OFFERED BY BANKERS.**—It is reported that the Canada Securities Corp., Ltd., is offering to investors an issue of \$76,000 6% gold debentures.

**MARSDALE, Ont.—DEBENTURES VOTED.**—The question of issuing the \$9,000 hydro-electric-power debentures carried, it is stated, at the election held Aug. 30.—V. 101, p. 719.

**MONTREAL CATHOLIC SCHOOL DISTRICT (P. O. Montreal), Que.—DEBENTURES NOT SOLD.**—No sale was made on Sept. 10 of the \$917,000 5% 40-year school debentures offered on that day. Denom. \$1,000. Int. semi-ann. in Montreal.

**MOORE TOWNSHIP (P. O. Bridgen), Ont.—DEBENTURE ELECTION.**—Reports state that an election will be held Sept. 20 to decide whether or not this township shall issue \$3,500 electric-light-plant-improvement debentures.

**MOUNT FOREST, Ont.—DEBENTURE SALE.**—The \$12,000 hydro-electric-power debentures voted Jan. 4 have been purchased, it is stated, by Brent, Noxon & Co. of Toronto for \$11,851, equal to 98.758.—V. 100, p. 160.

**PARIS, Ont.—DEBENTURES VOTED.**—The proposition to issue \$4,000 bridge debentures carried, it is stated, at the election held Aug. 19.

**POINTE CLAIRE, Que.—DEBENTURES AUTHORIZED.**—The Council has passed a by-law providing for the issuance of \$10,000 public-work debentures, it is said.

**RAMSAY TOWNSHIP (P. O. Almonte), Ont.—DEBENTURES VOTED.**—At an election held Aug. 25 the question of issuing \$3,000 bridge debentures carried, reports state.

**TORONTO, Ont.—DEBENTURES AUTHORIZED.**—It is stated that the City Council recently authorized the issuance of \$75,088 debentures for civic relief work.

**YORK TOWNSHIP, Ont.—DEBENTURE SALE.**—On Sept. 7 an issue of \$22,000 5½% 20-installment debentures were awarded to the Canada Bond Corp., Ltd., of Toronto at 98.53. Other bids were: Bankers Bond Co., Toronto. 98.50 Wood, Gundy & Co., Toronto. 97.07 Toronto Mtge. Co., Toronto. 97.99 McNeill & Young, Toronto. 97.03 R. C. Matthews Co., Toronto. 97.79 Burgess & Co., Toronto. 96.38 Imperial Bank. 97.75 Dominion Sec. Corp., Toronto. 96.26 Goldman & Co., Toronto. 97.28 Brent, Noxon & Co., Toronto. 95.69 Ames & Co. of Toronto offered 99 for part of the issue and requested an option on the remainder. W. L. McKinnon & Co. of Toronto also requested an option.

MISCELLANEOUS.

NEW LOANS.

\$8,200

THE TOWN OF CHINOOK, BLAINE COUNTY, MONTANA WATER SUPPLY (6%) BONDS

STATE OF MONTANA, COUNTY OF BLAINE, SS. TOWN OF CHINOOK.

Pursuant to the authority of Ordinance No. 128 of the Town of Chinook, of Blaine County, Montana, passed and approved August 30, A. D. 1915, authorizing and directing the advertisement and sale of certain bonds of said town, namely:—

Water supply bonds aggregating the principal sum of Eight Thousand Two Hundred Dollars (\$8,200).

Said issue of bonds shall be numbered consecutively from 1 to 9, both inclusive, Nos. 1 to 8 to be of the denomination of \$1,000 each, and bond No. 9 of the denomination of \$200, all dated July 1, A. D. 1914, due July 1, A. D. 1934, redeemable at the pleasure of said town after July 1, A. D. 1924, bearing interest from their date until paid at the rate of six (6) per centum per annum, payable semi-annually on the first days of January and July, respectively, in each year, both principal thereof and interest thereon payable at the National Bank of Commerce, in the City and State of New York, U. S. A.

PUBLIC NOTICE IS HEREBY GIVEN that said bonds aforesaid will, at the office of the undersigned Mayor, at the town hall, in said town, on Saturday, to wit, the 2ND DAY OF OCTOBER, A. D. 1915, at the hour of 10 o'clock a. m., at public auction, be sold to the bidder offering the highest price therefor.

At said public auction only the bids of such of those who have deposited with the undersigned Mayor a certified check payable to his order for an amount equal to the par value of the bonds bid for will be considered. The checks of all unsuccessful bidders will be returned forthwith; whereas the check of the successful bidder, or bidders, shall be held by the town and forfeited to it should the purchaser fail to take up and pay for said bonds when presented to him.

Said bonds aforesaid will be available for delivery at the time of their sale, namely, the day, date and hour aforesaid.

By order of the Council of the Town of Chinook, of Blaine County, Montana, made this 30th day of August, A. D. 1915.

(Seal) B. F. O'NEAL, Mayor.

Attest: CHAS. F. EASBEY, Clerk.

NOTICE OF SALE

\$250,000 City of Augusta, Georgia, Bonds to be sold at Augusta, Georgia, 12:00 o'clock noon OCTOBER 6TH, 1915. Purpose, Levee construction. Denomination, \$1,000; dated July 1st, 1914; payable thirty (30) years from date; interest, 4½%, payable semi-annually in Augusta or New York City. City reserves right to reject any or all bids. For literature and further particulars apply to WM. LYON MARTIN, Clerk of Council, Augusta, Georgia.

MELLON NATIONAL BANK PITTSBURGH, PA.

STATEMENT OF CONDITION AT THE CLOSE OF BUSINESS SEPT. 2, 1915

RESOURCES	
Loans and Investment Securities	\$49,101,453 30
Overdrafts	46
Due from Banks	11,269,062 94
Cash	5,592,067 67
	\$65,962,584 37
LIABILITIES	
Capital	\$6,000,000 00
Surplus and Undivided Profits	3,048,626 35
Reserved for Depreciation, &c.	106,652 14
Circulating Notes	3,360,697 50
Deposits	53,446,608 38
	\$65,962,584 37

Acts as Executor, Trustee, Administrator, Guardian, Receiver, Registrar and Transfer Agent.  
Interest allowed on deposits.

**Girard Trust Company**  
PHILADELPHIA  
Chartered 1836  
**CAPITAL and SURPLUS, \$10,000,000**  
E. B. Morris, President.

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