

RAILROAD TRANSPORTATION AND LABOR PROBLEMS

New York, July 15.—In the local celebration of the Fourth in Peterboro, N.H., Mr. Howard Elliott, of the N. Y. & New Haven road returned to his temporarily interrupted subject (that of transportation) which is really, when all things are considered, the most important yet almost the least appreciated single subject among all our national problems.

"In the United States, said Mr. Elliott, there were in 1914 252,959 miles of railroad, being 86 miles per each hundred square miles of territory and one mile per each 391 of population; of the total revenues of 3,047 millions the net \$504, millions over expenses was returned to the people in the form of taxes, interest and a limited amount of dividends.

"Not very long ago the Federal Supreme Court affirmed the power of a State to regulate fire insurance rates, on the strange and dangerous ground that insurance is an indispensable commodity, which means that it is somebody's affair to furnish it, at his own cost and risk, if need be, transportation is similarly (and with somewhat more excuse) held to be due from somebody, and the old unexpressed yet potent notion still persists that railroads belong to some dimly-perceived third party (government and the people being the other two) and that everything is owed by and nothing in particular is owed to this third party.

Returning more to the text of Mr. Elliott's address he pronounced it not only a material but a social and moral question "whether, under present conditions, the railroads can be ready to serve the people when the next great uplift in business comes."

"But Mr. Elliott is interestingly hopeful about the menace of organized labor. Just as the people took notice of trusts and undertook to regulate them, "so will the country in time consider the problem of the labor organizations and correct any errors in them."

"I believe the majority of our people feel that when a man earns his living by working for a public service corporation he enters into a moral contract to do that work upon which the whole people depend, until he is mustered out of his place in some orderly manner; that he owes that duty to society, just as much as a soldier owes a duty to remain in the army until he is released in a lawful manner."

"This is the notion of military or semi-military allegiance which has hardly begun yet to be taken up in public consideration; on the contrary, the striking employee who interrupts or threatens an indispensable public service is not regarded as a deserter from duty, but as a freeman standing for his rights and as entitled to passive acquiescence if not to active sympathy.

Manufacturing Shrapnel Cases. Huntingdon, W. Va., July 15.—The work of installing special machinery at the local plant of the American Car and Foundry Company for the purpose of manufacturing shrapnel cases has begun here.

THE WEATHER MAP.

Cotton Belt—Generally clear, no precipitation of importance. Temperature 74 to 82. Winter Wheat Belt—Partly cloudy, light to moderate showers in parts of Missouri, Nebraska, Iowa, Illinois, Indiana, and Ohio. Temperature 70 to 80.

SHIPPING NOTES

The Danish steamer Ficar, Copenhagen for Hull, ran ashore on Redcar Rocks in the North Sea.

The British steamer Penlee, from Philadelphia, is ashore in the harbor at Bordeaux, France.

The following arrivals are announced: Steamer Kristianfjord at Kirkwall, from New York; steamer Chicago at Bordeaux from New York.

The Wray Castle, of the Hudson Bay Company, arrived in Montreal last night. This is her second trip to Canada this season. The Robert Reford Co are the agents.

The Head Liner Ramore Head, from Belfast and Avonmouth Docks, Bristol, England, arrived in port last night. She brought a small consignment of general cargo.

The Torr Head, of the Head Line Steamship Company, Belfast, which left Montreal nearly two weeks ago with 30,000 boxes of cheese, various consignments of meats, new grain, arrived safely at Avonmouth Docks, Bristol, yesterday.

Consular advices state that a contract has been closed by a merchant in Havana for the importation from the State of Washington of about 750,000 feet of Western spruce timber. This will undoubtedly be the first consignment of Pacific Coast timber to Havana by way of the Panama Canal, and it is expected to be the forerunner of an extensive trade in that line.

The Elder Dempster cargo boat Egoria arrived in Montreal yesterday. The vessel, making its first trip here, was only built a year ago by Harland & Wolff, at Belfast. She was built for the West African trade, and was intended to carry palm oil, palm kernels, cocoa coffee, ivory and very valuable cargoes of a kind which Canada imports. Captain Milson is now in command of the vessel, which left Marseilles on June 25th.

Capt. Holmes, who had such a thrilling experience while captain of the ill-fated Morwenna, which was sunk by a German submarine some weeks ago, will take command of the Dominion Coal Company's steamer Cape Breton, which is now in dry dock at Halifax, and will be kept there for some weeks yet. Capt. Kemp, who was on the Cape Breton, is to take command of the Seniac, which is to go into the Charlottetown, Sydney and St. John's service in a few days.

The Norwegian War Risks Bureau already estimates a very heavy loss. The amount of premium received is about £450,000, and against this the losses are already about £500,000, while in addition there is a responsibility of £300,000 for vessels where the cases have not been decided in the prize courts. In the case of the Belridge the damage is estimated at £27,000, which it is expected will be made good by the German Government. Over thirty vessels are said to have been lost from causes due to the war since August last.

Shippers at Houston, Tex., are threatening to divert all of their freight from the rail lines to barge lines operating to Galveston if the Texas railroads carry out their plans for a material advance in commodity tariffs between the two cities. It is further reported that jobbers at Houston have agreed with representatives of the Mallory Steamship Line to supply 2,500 tons of freight from New York to Houston per month and that a line of steamers will be making a port of call at Houston to and from New York within a short time.

War risk insurance schedules show substantial reductions in same rates compared with last week. Shipments in British and other belligerent nations from New York to Liverpool has been cut from 14 per cent. to 1 per cent.; the London rate continues unchanged at 1 1/2 per cent., while to Irish ports the charges are quoted at 1 1/2 per cent., as against 2 per cent. last week. Underwriters have also cut their rates on shipments to the east coast of England and Scotland from 2 per cent. to 1 1/2 per cent. Rates to Havre, Europe (between Brest and Bayonne), Spain, Mediterranean, port east of Sicily, Greece, Denmark, Norway and Sweden, (not beyond Malmo) and Holland are unchanged.

It is announced from Detroit that Henry Ford, automobile manufacturer, will enter the ore and freight carrying business on the Great Lakes. According to the report, vessels bearing the name Ford will before long be carrying ore down the Lakes to Ford furnaces at Detroit, while other vessels will be carrying Ford machines through the Welland Canal and unloading them on foreign shores. Such a venture on the part of Mr. Ford, it is said, will eventually result in a lowering of the cost and selling price of his product. It is further reported that Mr. Ford is contemplating the leasing or buying of iron ore mines, so that he will control every process in the manufacture of autos from the mining of the raw material to the selling of the finished product.

STEEL COMPANY OF CANADA SUBJECT TO BRIEF STRIKE.

Hamilton, Ont., July 15.—The strike at the Steel Company of Canada plant has been partly settled. The demands of the men were acceded to and a large number returned to work.

There was trouble at the works early yesterday morning, and the police officers had to use clubs freely to preserve order. A number of windows were broken and three hotelmen were struck with flying missiles.

It is feared that there will be more trouble before the whole matter is entirely settled. The men who are instigating the strike are Italian laborers, but with their refusal to work the whole concern is affected. The plant is now in full running order.

FRIDAY TO BE SHOWERY.

Moderate winds and fair to-day; Friday will be showery.

The western area of low pressure, which is accompanied by very disturbed weather, is now spreading eastward over the Great Lakes.

N. Y. COFFEE MARKET.

New York, July 15.—Coffee market opened steady. July 7.05 7.08. Sept. 6.75 6.80. December 6.55 6.59. March 7.00 7.03. May 7.10 7.15.



LT.-COL. G. H. HAM, Of the C. P. R., who is rendering effective service in securing new recruits.

The Charter Market

New York, July 15.—The demand for full cargo steamers is light and the few freights offering are of a miscellaneous character and not confined to any particular trade. Charterers' ideas of rates are considerably below those of owners and some are withholding their orders in anticipation of a material decline in the near future.

The sailing vessel market is also easier and there are fewer enquiries for off-shore vessels. Rates are notably lower in some trades and the supply of available boats is ample for shippers' requirements.

Charters: Petroleum: Japanese steamer—Maru, 10,000 cases, from New York or Philadelphia to two ports Japan or Corea, 46 cents, August-September. Norwegian steamer Sjostad, 6,000 barrels refined, from Philadelphia to the United Kingdom, p.t. prompt. Coal—Norwegian steamer Henrik, 2,455 tons (previously), from Baltimore or Virginia to Peru or Chili, \$175, July.

British steamer Glenmont, 1,246 tons, from Philadelphia to Antilla, p.t. prompt. Schooner Laura Haidt, 425 tons, from Philadelphia to Para Maribo, \$4.25 and port charges.

Schooner Emily F. Northam, 315 tons, from Philadelphia to Yarmouth, N.S., \$1.90. Lumber—British steamer Glencliffe, 2,296 tons (previously), from the Gulf to Cardiff, or Newport with timber, 210s August-September.

Schooner Carrie A. Lane, 703 tons, from Gulf port to North of Hatteras, p.t. Miscellaneous—British steamer Hyacinthus, 3,674 tons, from Calcutta to North of Hatteras with general cargo lump sum, July.

Steamer Pacific, 3,394 tons, Atlantic and Pacific trade, one round trip, p.t. prompt. Steamer Tampico, 1,451 tons, from Philadelphia to San Francisco and Portland with general cargo, p.t. August.

Steamer Eureka, 1,399 tons, same. Danish steamer Borglum, 1,673 tons (previously), West India trade, 12 months, basis about 12s 6d, August.

Danish steamer Jelling, 1,673 tons, same. Schooner William H. Clifford, 1,378 tons, from Trinidad to New Orleans with asphalt in barrels, p.t. Schooner Fanny C. Bowen, 892 tons, from Hillsboro to Philadelphia with plaster, \$1.75.

SIGNAL SERVICE

Crane Island, 32—Cloudy, calm. In 8.10 a.m. St. Chad. Out 1.09 a.m. Omaha. L'Islet, 40—Clear, calm. Cape Salmon, 81—In 5.30 a.m. Steamer and Rosemont, 6.00 a.m. Steambarge. Out 3.30 p.m. yesterday Saquegan. Little Metis, 175—Clear, west. Father Point, 157—Cloudy, calm. In 4.00 a.m. Agnorina, 7.00 a.m. 76 miles east Corsican. In 11.00 p.m. yesterday Peshover. Matane, 200—Raining, calm. In 7.00 a.m. Savoy. Martin River, 260—Unsettled, north west. In 5.00 a.m. Yacht, 830 am Medora 9.00 p.m. yesterday Linagan. C. Magdalen, 394—Raining, north west. Kame Point, 325—Cloudy, south west. In 5.30 a.m. Keyville, 8.00 p.m. yesterday Eagle Point. Out 6.30 p.m. yesterday Rose Castle and Mapleton.

Anticosti: St. W. Point, 360—Clear, south. Cape Tormentine—Clear, west. Cape Despair—Clear, west. Point Escumaine—Clear, variable. Point des Monts—Clear, south-west. Cape Race, 826—Hazy, east. Point Amour, 673—Cloudy, east. 1.10 a.m. Belle Isle, 734—Dense fog, east. Louisburg—C. B. arrived 4.00 p.m. yesterday 12th. Artemis, 10.00 a.m. yesterday Baron Holberg. Halifax—Arrived 7.00 a.m. Halifax. Chatham, N.B.—Arrived 10.00 a.m. yesterday Husvik, 7.00 a.m. Danesburg, 9.00 a.m. Johnnases and Auskruma.

Quebec to Montreal. Longue Pointe, 5—Clear, light north. In 5.00 a.m. Alaska and Seow, 6.05 a.m. Quebec, 5.40 a.m. Lady Grey, 6.45 a.m. Grille, and 7.55 a.m. Ganges. Vercheres, 19—Clear, north east. Out 5.10 a.m. Canobie. Sorel, 39—Clear, north. In 6.10 a.m. Cadillac. Three Rivers, 71—Clear, light north. Point Citrouille, 88—Clear, light north. St. Jean, 94—Clear, north east. Grandfons, 9—Clear, north east. Portneuf, 108—Clear, north east. Out 9.10 a.m. Magnolia and tow. St. Nicholas, 127—Clear, north east. Bridge, 132—Clear, north east. Quebec, 132—Clear, north east. Arrived in 3.00 a.m. Manchester Citizen, 6.20 a.m. Druid, 6.40 a.m. St. Irene. In 7.10 a.m. Milwaukee, 7.40 a.m. Byron Whitaker. Arrived down 7.40 a.m. Montreal. Out 5.00 a.m. St. Andrew, 2.20 a.m. Meaford, 9.30 a.m. Tadoussac. Above Montreal.

Lachine, 5—Clear, west. Eastward 7.05 a.m. Alexandria. Cascades Point, 21—Clear, west. Coteau Landing, 29—Clear, west. Cornwall, 62—Clear, west. Eastward 5.00 a.m. Myra and 2 barges. Galops Canal, 90—Clear, calm. 2.30 p.m. yesterday Holcomb, Up 6.30 p.m. yesterday Keybell, 7.15 p.m. Bickerdike, 9.30 p.m. City of Ottawa, 11.15 p.m. F. P. Jones, Up Rapids Queen. Fort Dalhousie, 298—Clear, east. Eastward 4.00 a.m. Iocoma, 7.10 a.m. Edmonton, 8.30 a.m. Kekwest, 11.60

RAILROAD NOTES

George H. Lee, who has been a district general agent on the Rock Island, has been appointed general passenger agent of the Lehigh Valley to succeed George W. Hay, resigned, effective August 1.

How the Erie's freight business has grown is shown by comparison with the first shipment over the road of 24 tons of spring steel in 1841 and the volume of 42,874.315 tons carried last year, in addition to a total of 34,879,658 passengers.

Minority stockholders of the Philadelphia & Camden Ferry Co. have entered suit to recover \$1,000,000, which they contend has been lost to them through the railroad company dominating their corporation and getting the lion's share of the division of the rate for transporting passengers.

If paid \$15,000 by Nov. 1 of this year, the State of New Jersey will accept this as a compromise of its claim of nearly three times that amount against the New Jersey & Pennsylvania for unpaid taxes. This will be done with the approval of the Public Service Commission and promises an early rehabilitation of the road.

As a further measure of economy an order on the Pennsylvania Lines West requires that a count be kept on the distribution of the monthly book of folders, the estimated cost of each being five cents. Hereafter they are to be issued quarterly, any subsequent changes in the operation of trains to be shown in supplements.

Missouri Supreme Court has overruled Attorney-General Barker's motion for a rehearing of the case against the Chicago & Alton, seeking to recover \$2,000,000 for alleged overcharges in freight and passenger rates. This finally disposes of this suit and probably of eleven similar suits filed against other roads in the state.

Recently two work trains of the maintenance of way department of the Lehigh Valley loaded in one day from alongside the company's main tracks 171,888 feet of 90-pound steel rails, weighing 2,303 tons, and sufficient to lay 16.29 miles of track. The cost of the work was 15.7 cents per ton. On another day a work train loaded in the same time 149,466 feet with joints complete, weighing 2,001 tons, or enough to build 14.15 miles of track, the cost being 15.6 cents per ton.

C. W. Hillman, an expert accountant employed by the state commissions which are opposing the Western railroads in their attempt to obtain higher passenger rates, testified on cross-examination yesterday at Chicago that the ratio of expenses for conducting passenger service is lower than that for freight.

"Isn't your theory opposed to all accepted theories of all railroad men and commissions?" asked Charles Donnelly, attorney for the Northern Pacific. "Yes," replied the witness; "I was surprised at the result of my computations myself."

The Grand Trunk Pacific is about to use oil fuel for engines operated on its Rocky Mountain division, both for greater efficiency and to minimize the danger of fire in the forests of Western Canada.

Of unusual importance is the decision of the United States Supreme Court sustaining the St. Paul in its obedience to an injunction of the Federal court restraining it from law, because in the original status of the case the Minnesota Supreme Court undertook to punish the road for contempt and in its proceeding ignored the injunction. In the meantime the higher court has held the passenger rate law valid and it will be obeyed.

The Grand Trunk station and restaurant were destroyed by fire at Alexandria, Ont., yesterday afternoon. The buildings, which had been standing for thirty years, were as dry as tinder, and when the brigade reached the scene the fire was already beyond control; but the spread of the blaze was prevented, thus saving the freight shed and a number of adjoining factories and granaries. The buildings destroyed were only ten feet apart, so the efforts of the fire fighters were directed chiefly to the adjoining structures. It is believed that the fire was caused by sparks from a shunting engine. The contents of the buildings were practically all saved.

According to reports received by the C. P. R. at Montreal the conditions of the fruit industry in British Columbia are satisfactory. The strawberry crop was good and prices also were good. For the first time Victoria strawberries practically controlled the Vancouver market. Apples, pears and peaches promise to be a full crop, though there may be a percentage of low grade crop in apples and pears. There is a more hopeful spirit among fruit growers than ever before, owing to the prospect of being able to dispose of their crop at good prices. British Columbia fruit is controlling the market to a greater degree than in previous years. Raspberries are now being marketed satisfactorily.

RAILWAYS ATTEND TO SOW THISTLE.

It is known that on the railway right-of-way in many towns and villages in Saskatchewan, Perennial Sow Thistle has gained a foothold. Bradication of these small patches will save the adjoining districts many thousands of dollars. It is to the interest of every farmer to see that these patches are taken in hand at once. If the farmers and business men in the community are not sufficiently alive to attend to matters of such moment, it would seem of little interest to anyone else. Nevertheless, for this year, through special co-operation between the C. P. R. and the Department of Agriculture, every hamlet, village, town and city on the line will be inspected by an official of the Department of Agriculture. Some patches will be dug out, and the larger patches will be treated as may be necessary. Every patch will be charted and the municipal official will be asked to give special attention to them.

To help in this work the C. P. R. is furnishing a gasoline track motor car and a man to operate same. The department is sending a man with each car, and all lines in the province will be covered. It is estimated that the work on the C. P. R. lines will take three months.

Howard Pawley, B.S.A., assistant to Weeds and Seed Commissioner, has charge of the work on behalf of the Saskatchewan Government.

TWIN CITY EARNINGS

For the last nine days of June the earnings of the Twin City Rapid Transit Co. were \$229,041, a decrease of \$3,796, or 1.63 per cent., as compared with the corresponding period last year.

FORD PLANS FLEET OF VESSELS TO SEND ORE AND MACHINERY ABROAD

Henry Ford, motor car manufacturer and a capitalist who intends entering the blast furnace and tractor field, has given the Iron Trade Review a further announcement of his plans regarding the construction of extensive furnaces, ore docks and factories for the production of the Ford tractor between Oakwood and Dearborn.

Says Mr. Ford: "We expect, in time, to have our own fleet of boats to carry ore and to transport machines through the Welland canal and to foreign ports. I do not know, as yet, how large this fleet will be. I have conferred with William Livingston, president of the Lake Carriers' Association, over the possibility of widening the Rouge river for the navigation of big ships.

"I hope and expect to see a model village group up around the factories I propose building. The \$5-a-day wage plan which is in effect at the Highland Park motor factory will hold good through the new establishment and after the company has taken over what land it will need, the remainder will be partitioned off to employees at the amount which it costs us.

"Every lot sold will be large enough for a dwelling and a garden place. I do not believe in tenement or cramped cottages. I want my men to have plenty of room, inside and outside their houses.

"I am much interested in the plan of widening the Welland canal. I believe that it is soon to be done, or should be. Then ocean-going boats may go to France, England, Germany—any place we serve and carry our products without unloading.

"We also plan to erect a tire factory in the Rouge district in which we will manufacture our own tires for Ford cars. I do not believe, though, that the tractor factory will be running before another year. I cannot make any forecast as to how many we will sell each season. One thing we had to overcome was the developing of a light engine for use in the tractors. This we have accomplished. I am inclined to believe, as my experts have told me, that there will be a greater demand for Ford tractors than for Ford cars."

GRAND TRUNK IN MAY.

Earnings of the Grand Trunk Railway Company of Canada, including the Canada Atlantic Railway, are as follows:—

Table with columns: For May, Gross receipts, Expenses, Net, Grand Trunk Western Railway, Gross receipts, Expenses, Net, Grand Trunk Pacific, Gross receipts, Expenses, Net, Deficit.

THE PUBLIC'S CONSCIENCE.

It is a common fallacy to suppose that the public has no conscience where railways are concerned, and that if any man gets the better of a ticket agent he pockets the difference and goes on his way rejoicing. That is, however, not the experience of the C. P. R. which frequently has such money refunded—a proof of the friendliness with which it is regarded by the travelling public. One very gratifying letter reached the passenger department in Montreal, the other day from Zionville, Illinois, reading as follows:—"In April, 1908, I stole a ride on the C. P. R. from Blackfalls to Calgary, Alta. "Since then desiring to become a Christian I am compelled to make right the wrongs of my life in so far as I am able. "You will find enclosed a money order for \$5.25 which I have figured is the fare with interest at 6 per cent. compounded annually. If this is not correct, I will endeavor to make it so."

CENTRAL RAILWAY OF GEORGIA.

Savannah, July 15.—Central Railway of Georgia declared regular dividends of 6 per cent. one preferred and 5 per cent. on common stock, payable out of earnings officially earned to June 30 last.

RAILROADS.

GRAND TRUNK RAILWAY SYSTEM.

PORTLAND AND THE MAINE COAST. 8.00 a.m. and 8.20 p.m. daily. Write for free illustrated pamphlet describing many popular resorts.

MONTREAL—BOSTON—NEW LONDON. 8.45 a.m. and 8.30 p.m. daily.

GRAND TRUNK PACIFIC THE IDEAL ROUTE TO THE PANAMA PACIFIC EXPOSITION, ALASKA AND THE YUKON.

The new scenic route to the Pacific Coast through the gorgeous Canadian Rockies and Central British Columbia, connecting at Prince Rupert, B.C. with Grand Trunk Pacific palatial Steamships for Pacific Coast points, Vancouver, Victoria and Seattle through the "Norway of America."

122 St. James St., Cor. St. Francis Xavier—Phone 5428. Windsor Hotel, Uptown 1117. Bonaventure Station—Main 1117.

CANADIAN PACIFIC

Reduced Fares. Alternate Routes. CALIFORNIA EXPOSITIONS. \$98.70 and \$114.50. San Diego, Los Angeles, San Francisco.

NORTH PACIFIC COAST POINTS.

Vancouver, Victoria, Seattle, Portland, etc. CALGARY, EDMONTON, BANFF, ETC. Train Service. 10.30 a.m., 10.15 a.m., Via Canadian Rockies. 8.45 p.m., Via St. Paul. 8.45 a.m., 10.00 p.m., 10.50 p.m., Via the Great Lakes or Chicago.

All trains with up-to-date equipment. Particulars and descriptive matter on application. TICKET OFFICES: 141-143 St. James Street. Phone Main 8124. Windsor Hotel, Place Viger & Windsor St. Station.

LAWRENCE'S FIRE HAZARD HIGH PROTECTION

Insurance is insufficiently large to carry Supply and Structural Conditions. Say Fire Underwriters.

Engineers of the National Board of Fire Protection after re-inspecting the city of La...

Due to the lack of a duplicate force main...

...high service, which furnishes a lar...

...the insufficient carrying capacity...

...the South Lawrence are features in connec...

...water supply that should receive immedi...

...The low reserve pump is under r...

...was reported in poor condition, is unde...

...to a valve deck in suction chamber. A...

...fire was appointed by the Mayor in J...

...the purpose of investigating and rep...

...feasibility of an improved city water s...

...quite probable that a gravity system w...

...be ultimately developed, extensive alter...

...placements as recommended at the pu...

...are not for the present considered advi...

...with the fire department weak in in...

...resulting in the apparatus being serious...

...during meal hours, and efficiency wa...

...paired due to the lack of modern autom...

...more liberal financial support shoul...

...rights cost of maintaining the fire depa...

...approximately 25 per cent. less than th...

...necessary in cities of this size; no mone...

...needed for new apparatus in nearly fi...

...that now required to maintain the call...

...used to much better advantage in the...

...number of full paid men. Except for ins...

...set of new batteries, putting in to...

...alarm boxes and reconstructing a nu...

...of overhead circuits, nothing has been...

...reference to the fire alarm recommenda...

...ing of the present headquarters equipm...

...wood building, and the installation of...

...telephone switchboard are essentially i...

...improvements justifying early and favor...

...Nothing has been accomplished tow...

...ing weak structural conditions, extendi...

...and adding the important provisions...

...building laws, or towards ensuring n...

...supervision and control of electric w...

...tions."

HAMILTON WILL FORCE ITS UNMARRIED MEN

Hamilton, Ont., July 15.—Mayor C...

announced this morning that city w...

its unmarried laborers and fill their p...

ried men in order to make the single me...

their country needed them.

The city has about 900 or 1,000 labor...

rolls, and the 200 unmarried men amo...

have to go.

The mayor stated that the recruiting c...

on will leave little excuse for any sing...

for charity this winter.

FIRE COMPANY REPORTS

ISSUED BY 'S

The Spectator Company, of New Yor...

useful statistical book entitled "Repor...

Insurance Companies." The book gives...

information relating to the financial co...

panies operating in the United...

American and foreign, and also of al...