

SHIPPING NOTES

The United Fruit steamer Limon collided with the schooner Dorothy Palmer off Cape Cod, Mass.

The Pacific Coast steamer the President, arrived yesterday in Vancouver. The Governor of the same line did not call last week.

The Dutch steamer Kelbergen, arriving in San Francisco last week, 40 days out from Rio de Janeiro via the Panama, has left port with barley for the United Kingdom.

Steamship companies operating between the Atlantic and Pacific Coasts have agreed to put a new scale of freight rates into effect at once which chiefly affects iron and steel and the transportation of mails, the increase on the latter being \$1 per ton.

Danish steamer Kentucky from New York, which went ashore in Fraserburg Bay, Scotland, has been floated after 1,000 tons of her cargo had been jettisoned. She left New York on November 30, for Copenhagen.

Norwegian-American Line has purchased from Furness, Withy & Co. the British steamers Cotswold Range and Chiltern Range and renamed them Trondhjemstord and Drammenstord, respectively. They will be placed in the company's trans-Atlantic service shortly.

The steamer Donnacona, of the Canada Steamship Lines, has arrived at Fort William, being the last boat of this year. She had probably the worst passage across Lake Superior of any steamer this year. She was forced to take shelter at different places along the north shore from gales and snowstorms, and several times had to move to keep from becoming frozen in.

British steamer Linaria, which left Marseilles on November 23, struck a mine in the North Sea and sank. Her crew was rescued. The British steamer Gem, from Glasgow, was also destroyed by striking a mine in the North Sea. Two of her crew were rescued. The rest are missing. Altogether, eight vessels have been destroyed in the North Sea by contact mines since December 24.

The Senate Commerce Committee, which reported the Government ship purchase bill favorably before the Christmas recess will submit within a few days, a report on the measure outlining reasons for its enactment. Senator Fletcher, acting chairman, states every effort will be made to bring the subject up for general discussion in the Senate within the next few weeks. It will be urged for one thing, that economies in ocean shipments of American goods should be instituted, which, within a comparatively short time would more than pay for the original, contemplated investment.

WHILE CHURCH TRAVELS MILE CONGREGATION CONTINUES SERVICES.

Philadelphia, December 30.—A full sized church will travel a mile cross country and over a bridge from Olney to Logan. It is the building of the Olivet Reformed Congregation, Fifth and Rockland streets, Olney. Sidways are ready to-day to roll the edifice to its new home.

Following the recent call to the pastorate of the Rev. Maurice Samson, of Spring City, Pa., a member of the congregation donated a plot of ground at Tenth and Ruscomb streets, Logan, for a new church. The trustees decided to move the old frame church to the new site and to use it as a chapel for the new building which will be erected.

All of the usual Sunday and mid-week services will be held, regardless of the constantly changing location of the church. The furniture will not be disturbed during the moving, a flight of steps will be carried along, and even the heating and lighting arrangements have been provided for by the contractors in charge of the work. Bulletins will be issued to the members each week telling them where the church may be found.

MEXICAN RAILROAD USING OIL.

City of Mexico, December 30.—The National Railways of Mexico, placed a large order for fuel oil with the Waters Pierce Oil Company, according to an announcement made here by Col. Jose Rodriguez, recent manager of the government owned system of railroads. The oil supply will be obtained from the United States, and many of the tank cars containing it have already entered the country through El Paso, en route to distributing points in Mexico.

The Charter Market

(Exclusive Leased Wire to the Journal of Commerce.)

New York, December 30.—Very little business was done in chartering in the steamer market, but what little that was accomplished was done at advances in rates over the figures last quoted.

Rates in all trades are strong, due to the exceptional scarcity of boats available for earlier than February loading.

In the sail tonnage market, there are a number of orders for vessels suitable for trans-Atlantic voyages, but freights continue scarce in all other trades.

Charters.—Grain.—British steamer Wilster, 23,000 quarters oats, from Baltimore to St. Nazaire, 6s. February 20th.

British steamer Bonvillston, 20,000 quarters, from the Gulf to Bayonne, 9s. 6d., January.

Italian steamer Luigina Accame, 1,934 tons (previously), from New York to West Coast of Italy with wheat, 35s. per ton, January.

Italian steamer Napoli, 5,799 tons (previously), from New York or Philadelphia to Naples with wheat 34s. per ton, January.

Italian steamer Rosalia, 2,673 tons (previously), from the Atlantic Range to Venice with wheat, 42s. per ton, January.

British steamer Ferrona (previously), 30,000 quarters, from Baltimore to Rotterdam, 7s. Jan.-Feb.

Coal.—Italian steamer Luigi Faroli, 2,672 tons (previously), from Baltimore or Norfolk to West Coast Italy, 40s. January.

Miscellaneous.—British steamer Lovaine, 1,938 tons (previously), from Savannah to Liverpool or Manchester with cotton, 70s., January.

British steamer Londhirst, 1,563 tons, same, from the Gulf 55s., January.

Schooner Robert P. Murphy, 572 tons, from St. Mary's River to New York, with piling, p.t.

Schooner Camilla May Paige, 597 tons, same, from Jacksonville, three trips, p.t.

Schooner R. B. White, 411 tons, from Baltimore to Savannah with gravel, and back to New Haven with lumber, p.t.

DINING CARS OF TODAY ARE BUILT OUT OF THE VERY FINEST MATERIALS

Far Cry to Days When Travellers Ate Their Meals at Various Points Along the Line of the Railways.

(Canadian Government Railway Employees Magazine.)

Many travellers who patronize the dining cars on our through trains scarcely realize as they enter one of these finely equipped coaches and are ushered by the uniformed conductor to a table spread with snowy linen, and set with the finest of china and silverware, what an amount of effort and great attention to detail are expended in the desire to give to passengers those material comforts that satisfy and exalt the inner man.

The average traveller is apt to forget that twenty-five years ago railways furnished no such luxuries. Patrons accepted the conditions of travel as they were, and rode on the regular day coaches, and ate their meals at the station restaurants at various places along the line. Increasing travel demanded something better than this, so the buffet service was introduced on the sleeping and parlor cars, whereby light meals were served to passengers on those coaches. But the necessity of serving regular meals while in transit soon became imperative, and so the modern dining car was evolved.

The dining car of to-day is a carriage of elegance, built of the finest of materials and finished in the best of taste. One costs in the vicinity of \$25,000 exclusive of furnishings, silverware, etc. Each car has a crew of eight men, viz: The conductor, the chef, second and third cooks, three waiters and a pantryman. When one stops to calculate the amount of wages paid, the cost of the food supplied and the unavoidable waste, it will be seen that dining cars are not operated as a source of profit, but to give to the traveling public the accommodation which is demanded by modern conditions.

Our largest diners have seating capacity for 30 persons, there being 5 tables for four on one side of the car, and five tables for two on the other. One-third of every diner is taken up by the kitchen, and to consider how many people are served on days when the travel is good, is to wonder how such excellence and completeness of service can emanate from so small a culinary department. The dining car kitchen is, however, a model of completeness, every inch of space being utilized and the chef having every utensil within touch. Needless to say it is a marvel of cleanliness, this being a principle rigidly adhered to.

Those who dine in ease and comfort while traveling are not apt to think much about the chef and his assistants who toil in the scorching heat of this small kitchen. The average patron picks up the neatly printed menu card and from its list of the good things of this life selects a meal with more or less care and deliberation, while a polite waiter stands at attention. It may even possibly occur to the traveler that the prices seem high for certain articles on the bill of fare, without stopping to think of the great cost to the railway of providing food of the very finest quality, preparing it en route and serving it in such an inviting manner as to banish all weariness of a long journey and turn the tediousness of travel into a delight. But few stop to think of those details. They accept the good service as their just due, and are apt to criticize if they think anything is lacking. Dining cars are luxuries that modern travel conditions and competition have made necessary, and indirectly the railway benefits, because of the satisfaction given its patrons, while as a medium of advertising the dining car service properly operated stands high.

But to thoroughly satisfy the public requires a great deal of attention to the finest details. The food purchased by the commissariat department must be of the very finest quality, and only the best the market can afford is acceptable to the officials who inspect every purchase and reject everything not up to standard. In the operation of the dining car service on the line of the Intercolonial, the Canadian Government Railways have kept pace with the great Transcontinental lines, a fact which can be affirmed by all who have travelled on the through Ocean Limited and the Maritime Express between Montreal and Halifax, and the day express between Halifax and the Sydneys.

The Intercolonial diners are stocked largely at Halifax and Montreal, but at various points along the line the cars are enabled to take on fresh supplies in case of need. In fact, in this way the I. C. R. diners have many advantages for the line is through a country where the finest of food supplies are available, particularly perishable articles such as eggs, cream, berries, fruits, fresh fish, etc.

Next to the general excellence of the menu is the importance of good service, and the Canadian Government Railways are fortunate in having on their dining cars a well trained staff of conductors and waiters, on whom is impressed the necessity of showing each and every passenger the fullest and most polite attention. That they do this is shown by the frequent expressions of praise received from appreciative travellers by the railway management. The thorough train of to-day is in reality a hotel on wheels, and passengers have all the advantages of a first-class hotel while travelling.

NEW YEAR HOLIDAYS.

Canadian Pacific will put into effect reduced rates and operate the undermentioned special trains in addition to regular service on account of the New Year holidays.

Single fare good going Dec. 31 and Jan. 1, good to return Jan. 2.

Fare and one-third going Dec. 30, 31 and Jan. 1, good to return until Jan. 4.

Special train service Friday, Jan. 1st.

Lv. Calumet 7.20 p.m. for Place Viger.

Lv. Place Viger 9.15 a.m. for St. Lin.

Lv. St. Lin 5.00 p.m. for Place Viger.

Lv. St. Agathe 4.30 p.m. for Place Viger.

Lv. Labelle 5.00 p.m. for Place Viger.

Parlor car will leave Place Viger 4.00 p.m. for St. Agathe on Thursday, Dec. 31 instead of Jan. 1st.

BIGGEST LOCOMOTIVE AT FAIR.

The largest "simple" locomotive in the world was delivered at San Francisco Exposition grounds recently and installed in the Palace of Transportation as an exhibit of the Burlington railroad. The engine was built by the Baldwin Locomotive Works in Philadelphia and hauled across the continent as freight. The locomotive weighs 413,900 pounds and is 88 feet long.

INTERFERENCE WITH CARGOES OF COPPER SHIPPED FROM U. S.

Washington, December 30.—A resolution calling on the State Department for all documents transmitted and received in relation to interference to belligerent war vessels with cargoes of copper shipped from the United States to neutral nations abroad was introduced in the Senate by Senator Walsh, of Montana.



HON. J. D. HAZEN, Minister of Marine and Fisheries, who is inspecting the port of St. John.

RAILROAD NOTES

George H. Webster, a well known civil engineer, formerly with the C. P. R. is dead at Vancouver, B.C.

A. G. Jennings, builder of railroads in middle West, died at Joplin, Mo., aged fifty.

Thomas C. O'Brien has been appointed grain service agent of the Erie in Buffalo, the position being a new one.

The annual dinner of the Traffic Club of Baltimore has been abandoned for this year, and a smoker will be held in its place.

C. C. Jones, general agent of the Southern Pacific freight department in San Francisco, died suddenly a few days ago.

Federal Court at Toledo has ordered payment of semi-annual bond interest of the Clover Leaf Railroad, which recently went into the hands of a receiver.

New York Central has received bids of supplementary tonnage of steel rails, amounting to about 5,000 tons and New Haven is expected to place order for about 20,000 tons in the next week or so.

Colonel J. M. Schoonmaker, vice-president of the Pittsburgh & Lake Erie, has recovered from an illness that compelled him to undergo a surgical operation.

Railroads have taken action to combat ruling of Pennsylvania Public Service Commission reducing anthracite coal rates on Philadelphia tonnage 40 cents a ton, and will carry the case to court.

It is understood that the American Locomotive Co. gets the order for 50 locomotives priced by the Illinois Central. Another order for 1,250 freight cars has not yet been awarded.

French Government guarantees of \$4,000,000 interest for the Northern Railroad and \$8,800,000 for the Paris, Lyons & Mediterranean Railroad, which expire on Dec. 31, have been continued until the end of hostilities.

Last month \$6,240 freight cars were handled by the railroads in Washington, Oregon and western Idaho, with the exception of the Great Northern which has its demurrage bureau and does not make the figures public.

Southern Pacific's Ogden gateway will be opened January 15 for freight east and west bound, the route being one that permits of shipments being sent over any line east of the Missouri river. The Denver & Rio Grande, however, is not included in the rate announced in a tariff just issued.

Mrs. H. E. Whittenberger, wife of the general superintendent of the central division of the Grand Trunk Railway, has shipped a consignment of clothing for the Canadian soldiers at the front, and another consignment for the Belgian refugees, all of which was supplied by the wives of Grand Trunk officials at Toronto and Barrie.

Passenger representatives of American railroads are counting on heavy traffic to the Panama exposition at San Francisco and in the expectation that people who have been in the habit of going to the resorts in the winter, in the expectation that people will be glad to seek recreation and pleasure in this country, owing to the war. With this in mind, preparations are being made, not only to work up this business, but also to handle it in a manner that will make "Seeing America" attractive.

At a meeting of the London & Port Stanley Railway Commission held at London, Ont., it was decided to continue the agreement giving the Pere Marquette and Michigan Central Railroad running rights over the London & Port Stanley Railway for another year. The lease can be terminated at short notice. This covers the London & Southeastern Railway terminals as well, which are now controlled by the Michigan Central.

A meeting of the commission will be held next week to discuss other matters of importance.

The West Jersey & Seaboard Railroad directors have voted that a meeting of the stockholders be held within 30 days for the purpose of authorizing an increase of the capital stock of \$3,000,000 and the creation of a general and refunding mortgage upon the company's property for \$13,000,000. Two million dollars of the new stock will be used to retire an outstanding certificate of indebtedness for \$1,394,000 and to pay off a floating debt of about \$6,000,000. Of the refunding mortgage \$5,500,000 will be reserved to provide for present first consolidated mortgage bonds at maturity and the balance for funds to finance completion of elevation work in Camden.

PEACE TALK PREMATURE.

Berlin, December 30.—Among the items given out by the Official Press Bureau are the following:—A member of the German Government states that the talk about peace negotiations between Germany and France is premature. However, it must be admitted that any neutral power is entitled by the rules of the Hague convention to make suggestions and these could not be considered unfriendly by any belligerent power.

PHYSICAL VALUATION OF DETROIT UNITED PLACED AT \$16,000,000

Valuation Includes 222 Miles of Track—Franchise and Paving Would Bring Total Valuation Up to \$20,000,000.

Detroit, Mich., December 30.—Prof. E. W. Bemis, who was employed by the city of Detroit to make a physical valuation of property owned by the Detroit United Railways Company within the city limits or the one fare zone, has completed his report and fixes the valuation, exclusive of franchise values and paving, at \$16,000,000. Franchise values expected to be placed somewhere between \$5,000,000 and \$3,000,000 and paving valuations of amount \$1,000,000 may be added, which would bring the total valuation up to \$20,000,000.

This valuation includes 222 miles of track or about one-fourth of the entire mileage of Detroit United Railways. The company as yet has made no comment on the valuation and this will be reserved until the detailed report has been received and examined by the engineers of the company. In the complete inventory submitted by the company to the city the value of property within the one fare zone was placed at \$22,000,000, so that Prof. Bemis has cut this valuation in half. The appraisal made by the committee of fifty for the city in 1909 placed the value of Detroit United within the one fare zone at \$11,293,473, or about \$5,000,000 less than the Bemis valuation.

In 1909 Prof. Adams, of the University of Michigan, fixed the value of the franchise of Detroit United Railway at \$4,246,307 and now, because of expiration of some and shortening of life of other franchises, it is expected that Prof. Bemis will reduce this to around \$2,000,000. New work done by the company since July 1, 1914, does not appear in the Bemis appraisal. The Bemis appraisal, even with the inclusion of franchise values and paving, is approved by the city officials who are working for municipal ownership as it will go above their original estimate of \$20,000,000.

Detroit United Railway, in order to prepare for permanent financing of the company is having an appraisal of all property, including inter-urban lines, made by the Michigan State Railroad Commission under direction of Prof. M. E. Cooley. Until this work is completed and the figures found by the commission available the company will not enter into any negotiations with the city in regard to a price at which the city lines will be sold to the municipality.

In case the city and company cannot agree on a price for the city lines the courts will be appealed to and if the courts cannot fix a price satisfactory to both parties then the city will attempt to condemn the lines. In order to complete the transaction the city will have to issue at least \$10,000,000 in bonds to make the first payment and also provide a security franchise which will enable the city to borrow sufficient additional money to complete payment in full for the city lines.

SOUTHERN PACIFIC DEVELOPMENT.

During the year now closing, the Southern Pacific has expended in the neighborhood of ten million dollars for replacements and betterments. Of this amount, \$1,400,000 went for the construction of fifty-one miles of additional double track. In addition to this, new and heavier rails were laid on 170 miles of existing main line double track at a cost of \$900,000. Replacement of fifty-six miles of gravel ballast with crushed rock ballast required an expenditure of another \$100,000.

During 1914, 3,550 steel underframe cars and 300 all steel cars were ordered by the Southern Pacific. There are also being constructed 15 Mikado passenger locomotives, to cost \$300,000; five others to cost \$125,000; ten switch engines to cost \$125,000; fifty all-steel passenger coaches, to cost \$335,000, and one steel postal car to cost \$12,000.

With its 1914 block signal work, the railroad now has 2871 miles of track protected by these electric safety guardians, representing an outlay of almost \$6,000,000.

CANADIAN NORTHERN MAY BE COMPLETED NEXT FEBRUARY.

Vancouver, B.C., December 30.—Less than 100 miles of track now remains to be laid to complete the British Columbia divisions of the Canadian Northern Pacific Railway, it was stated at the chief engineer's office.

Practically all the structural work on the steel bridges from the present end of track a few miles east of Lytton to Kamloops has been completed, and the steel-laying gangs are rapidly lessening the gaps on that section.

U. S. SENATOR WANTS TO AMEND ITS CONSTITUTION.

Washington, December 30.—A constitutional amendment, placing the right to declare aggressive warfare in the hands of the voters of the country is about to be introduced in the Senate by Senator Owen of Oklahoma.

The amendment will provide that whenever occasion for aggressive warfare hereafter shall seem to have arisen the President shall call a special referendum election at which the voters throughout the United States shall declare for or against the beginning of war. The war which would be considered "aggressive" under Senator Owen's measure would be such as the Spanish war or hostilities with Mexico. Defensive warfare such as would include the repulse of any attacks upon American possessions or American territory still would be under the control of the President.

UNION PACIFIC'S EARNINGS AFFECTED BY PANAMA CANAL.

New York, December 30.—While the Union Pacific's November gross earnings showed a decrease almost as great relatively as Southern Pacific, the month's falling off in net earnings as compared with the previous year was only \$211,377, or about 7 per cent.

Union Pacific suffers with Southern Pacific and other trans-Continental from loss of traffic to waterlines through the Panama Canal.

However, there is reason to believe that the railroad loss to the canal is as severe now, relatively, as it will ever be, because water-lines have made very low rates in an effort to start the traffic over the new routes.

CONTRACT FOR ARMY TRUCKS.

Dover, Del., December 30.—The Eagle-Macomber Motor Car Company, of Chicago, capitalised at \$1,500,000, has been granted a charter. The incorporators are I. H. Parker, E. B. Curtis and E. G. Lancaster. It is reported the company has obtained big contracts for furnishing the Allies with army trucks.

STEAMSHIPS

CUNARD LINE

CANADIAN SERVICE

Sailings from Halifax to Liverpool:—

FRANCONIA (16,000 tons) Jan. 11th, 1 a.m.  
GRUANA (16,500 tons) Jan. 18th, 1 a.m.  
TRANSYLVANIA (16,000 tons) Jan. 25th, 1 a.m.

For information apply to THE ROBERT REFORD CO., LIMITED, General Agents, 39 Hospital Street. Steerage Branch, 33 St. Sacramento St., Uptown Agency, 530 St. Catherine Street West.

ALLAN LINE

ROYAL MAIL SERVICE

1914—PROPOSED WINTER SAILINGS—1915.

St. John — Halifax — Liverpool  
Steamer From St. John. From Halifax.  
"PRETORIAN" Friday 1st Jan. Sat. 2nd Jan.  
"HESPERIAN" Friday, Jan. 8th, Sat. Jan. 9th  
"SCANDINAVIAN" Friday, Jan. 22nd Sat. Jan. 23rd

St. John — Havre — London  
Steamer From St. John. From Havre.  
"SICILIAN" Thurs. 31st Dec.

Boston — Portland — Glasgow  
Steamer From Portland. From Boston.  
"POMERANIAN" Thurs. 14th Jan.  
"HARTAGIANIAN" Thurs. 4th Feb.

For particulars of rates and all further information apply to H. & A. ALLAN  
2 St. Peter Street and 576 St. Catherine West; T. Cook & Son, 530 St. Catherine West; W. H. Henry, 286 St. James Street; Hone & Rivet, 9 St. Lawrence Boulevard

RAILROADS

CANADIAN PACIFIC

NEW YEAR HOLIDAYS.

SINGLE FIRST CLASS FARE.

Going Dec. 31, and Jan. 1; Limit Jan. 2.

Fare and One-Third.

Going Dec. 30, 31 and Jan. 1; Return limit Jan. 4.

PARLOR CAR TO STE. AGATHE.  
Lv. Place Viger 4.00 p.m., Dec. 31.  
Car will not be operated on Jan. 1.

TICKET OFFICES:  
141-143 St. James Street. Phone Main 8123.  
Windsor Hotel, Place Viger and Windsor St. Stations

GRAND TRUNK RAILWAY SYSTEM

DOUBLE TRACK ALL THE WAY

Montreal - - Toronto - - Chicago

NEW YEAR HOLIDAYS.

Single First Class Fare.

Going Dec. 31, Jan. 1; return Jan. 2.

First Class Fare and One-Third.

Going Dec. 30, Jan. 1; return Jan. 4.

SPECIAL TRAIN SERVICE.

For Fort Covington and intermediate stations will leave Montreal 4.10 p.m. December 31.

CITY TICKET OFFICES:  
122 St. James St., cor. Front St. East  
Windsor Hotel — Phone Main 1144  
Bonaventure Station — Phone 1120

WESTERN RAILROAD MEN ALSO HOPE FOR FREIGHT RATE INCREASE.

New York, December 30.—Western railroad men profess to be extremely hopeful of securing higher rates following the increase granted in the East.

There is evidence that the public has taken a decidedly different view of need for higher rates than a few years ago, when any attempt to increase rates immediately put the public and shippers up in arms. This change is particularly noticeable in the West and when roads present their request it is expected that many champions will arise from those heretofore with the opposition.

The roads already have made requests to raise local state rates to many state commissions, and railroad men see evidences of a successful outcome. One railroad attorney points out that this company has won six cases in a certain state in two months. "This," he says, "was in a state where railroads were heretofore seldom known to win a case, and they were all cases tried before juries and where juries before had invariably gone against the carriers."

FIDELITY TRUST COMPANY.

New York, December 30.—The Fidelity Trust Co. declared a Christmas dividend of 2 per cent. to its stockholders.

CABINET MEETS THIS AFTERNOON.

London, December 30.—Sir Edward Grey suddenly returned from his vacation to-day as a result of an American protest. A cabinet meeting has been called for this afternoon.

U.S. WAR RISK BUSINESS MAKES GOOD RECORD

Provided \$15,000,000 Insurance out Losses and Brought Many Vessels Under American

ADDED 351,506 TON

Since Opening of Bureau 99 Vessels Added to Registry—No New Helping Shippers.

The operation of the United States War Risk Insurance has brought about results which exceed the expectations of those who advocated it. Up to Dec. 1 it provided more than \$1,000,000 in premiums, without being called upon for any loss. In addition, it has greatly increased the American merchant marine.

The Bureau was opened for business in the War Department on September 2, Mr. W. V. Belmont, was chosen to take charge of its thirty-two years' experience in insurance field. The work of the Bureau for the first 2 to December 1, 1914, is summarized in the figures from the report submitted to Congress:

Total amount of insurance written, September 2 to December 1, 1914, \$1,000,000  
Premium amount insured, \$219,776  
\$10,321,798 on Hulls, \$76,986  
4,794,963 on Cargoes, 76,986  
134,500 on Freight, 2,047

Expenses paid to date, None.  
Expenses of Bureau, including salaries, \$3,874

Net receipts—in excess of expenditures, \$294,855.  
Appropriation for expenses of Bureau, \$294,855  
Expenses as above, 2,047

Balance remaining for future expenses, \$292,798  
Appropriation for payment of losses, \$292,798  
Claims for losses about (estimated), \$292,798

The insurance issued by the Bureau is American vessels and cargoes in American waters and excludes contraband merchandise. On the operation of the law was to bring under the protection of the United States flag, adding 351,506 tons to the merchant marine. The Bureau is giving material aid to cotton shippers, taking large lines of material to cotton shippers, taking large lines of material to cotton shippers, taking large lines of material to cotton shippers.

PERSONALS