

FORMING BANK IN PROVINCE

VICTORIA CAPITAL WELL REPRESENTED

The Management Is Paced in the Hands of Trained Banking Men.

(From Saturday's Daily.) British Columbia is to have a bank financed by the most part and managed by residents in the province. It will be known as the Chartered Bank of British Columbia and at the present time the stock is being subscribed. The Provisional board of directors is a strong one representative of the business life of British Columbia, being composed as follows: T. W. Patterson, capitalist, Victoria; J. A. Mitchell, capitalist, Victoria; F. W. Jones, lumberman, Victoria; W. H. Malkin, W. H. Malkin Co. Ltd., wholesale grocer, Vancouver; R. P. McLennan, McLennan, McPeely & Co., wholesale hardware, Vancouver; H. T. Ceperley, Ceperley, Rounsefell & Co., brokers, Vancouver; and J. A. Harvey, K. C., Cranbrook, with George H. Cowan, K. C., Vancouver, solicitor.

The secretary and general manager, A. L. Dewar, is expected in Victoria in a few days. Mr. Dewar has had a wide experience in banking business. He was connected with the Bank of British North America, and also was the manager of the Bank of Commerce branch in the city of Chicago. With a thorough training in the banking business it is felt by those concerned that the foundations of the new organization will be laid on the best principles.

The bank will have its head office in Vancouver for business reasons, although it is expected that on account of the large number of investors which are promised in Victoria city that local influence will be strongly felt on the board of directors. The first branch to be established outside of Vancouver will be in Victoria and in the transaction of business which may be purely local it is highly probable that a local board of directors will be given power to act. Other branches are to be opened in all the chief centres of the province, so that the bank may be in a position to handle all business presenting itself. In Victoria at the present time, W. J. Holt Morrison, a banker of wide experience, is representing the interests of the new bank. With Mrs. Morrison he has taken up his residence here on Menzies street. Mr. Morrison served with different Canadian banks in the East, and has also had experience in the manager's position in the West in connection with the bank of Hamilton. The organization of a bank within the province of British Columbia has been under discussion for some time, but it was not until the present time that all British Columbia capital invested in banks is under the control of eastern boards of management. This would be overcome in the organization of a provincial bank which would have its headquarters in British Columbia, controlling the management of affairs. The investment of local capital in the stock of the bank and the use of bank notes thereby allowed under the banking act duplicates the value of the money so used, it is urged.

The work of the organization is to be pushed forward as quickly as possible, and as soon as practicable branches will be opened.

LABOR "INSULTED."

Kinross, Ont., Dec. 13.—The tailors' union at a mass meeting protested against the maximum law upon the striking tailors who were before the police magistrate charged with intimidating, and urged the Trades and Labor Council to ask the attorney-general to discharge the magistrate, as his act was an insult to organized labor.

BUSY SEASON IN CITY BUILDING

The Record Will Surpass Any Previous Year in History of Victoria.

(From Saturday's Daily.) The present year has seen greater activity in the building line in Victoria than in any previous year. The total sum represented in connection with the new buildings erected this year was about a million and a half dollars. In this is not included the whole of the work on the C. P. R. hotel. On the contrary, only about \$20,000 is put down to this year's credit of the total outlay on the hotel. The greater part of the cost of construction was included in last year's list. The nearest approach to this year's record was in 1891. But even that fell about \$150,000 short of the present season.

IN WAKE OF STORM

Further Evidence of Industrial Depression in United States.

Bristol, R. I., Dec. 14.—The Herreshoff works here, famous for the construction of cup defenders, will go on short time schedule, beginning on Monday. About 200 men are employed in the place. The works of the National India Rubber Company here will shut down to-night for two weeks. The concern employs 1400 hands, and is controlled by the U. S. Rubber Company.

STEVE ADAMS' CASE.

Spokane, Dec. 14.—Judge Woods, of the Kootenai county, Idaho, district court, has called a special term of the court for December 27th, when it is expected that the matter of releasing Steve Adams, so that he can be taken to Colorado, will be taken up.

REWARD OF KINDNESS.

Peddler Who Led Miserable Existence Leaves \$75,000 to His Benefactor.

Chicago, Dec. 13.—A dispatch to the Chronicle from Pensacola, Fla., says: Miss Annie Burkhardt, 20 years old, thought she was entertaining a pauper in Thomas Caldwell, an aged negro, who came here from Chicago two years ago with a stock of groceries in a trunk and eked out a miserable existence by peddling fish and food. Miss Burkhardt ministered to the man when he was ill, and he often said she had saved his life. The girl has received information that she had been made the sole heir of the estate of Caldwell, valued at \$75,000, and that Caldwell's four sons had been cut off with \$1 each.

HAT PINS AS WEAPONS.

Bellingham, Dec. 14.—As a result of the numerous recent attacks on women in Bellingham, young men have determined to disguise in dresses and then grapple with the assailants. The women also are said to be arming themselves with extra long hat pins, which will be their weapons of self-defence. By this means it is believed that the young men can be put to flight speedily.

ROOSEVELT IS TO VISIT CITY

HE ASSURED LOCAL CITIZEN OF THIS

A. W. McCurdy Was Told by President That He Will See Victoria.

(From Saturday's Daily.)

While in Washington the delegates to the Y. M. C. A. were taken around the city in autos to see the beautiful buildings and artificial beauty of the city, said local Secretary Brace last evening. They also met President Roosevelt, and A. W. McCurdy, of Victoria, being near the end of the line was able to have a chat with him. The president showed great interest in British Columbia and expressed his intention of visiting Victoria in the near future when his term of office expired. The announced intention of the people's "Teddy" to invade Canada as soon as he relinquishes office has been made known before. A tour of the country would assuredly include Victoria among the attractive places. To George Ham, of the C. P. R., the president inquired about the trip to Victoria in the future when his term of office expired. The announced intention of the people's "Teddy" to invade Canada as soon as he relinquishes office has been made known before. A tour of the country would assuredly include Victoria among the attractive places. To George Ham, of the C. P. R., the president inquired about the trip to Victoria in the future when his term of office expired.

Mr. McCurdy during his residence in the city has become a great admirer of its beauties and its opportunities. He can, therefore, be trusted to advocate it as a place to visit. The charms of the city were doubtless pressed home upon President Roosevelt in no uncertain way by the local citizens.

SALVATION ARMY IMMIGRANTS.

Toronto, Dec. 14.—The Salvation Army is considering plans whereby any immigrants brought to Canada through its agency and are at present stranded in Toronto and without the means of livelihood and work shall be assisted and kept from being charges on the public.

RUSHING WORK ON WIRELESS STATIONS

All on B. C. Coast Line Will be in Operation Early Next Month.

Good progress is being made on the three Dominion government wireless stations at Pachena, Estevan Point, and Cape Lazo, which are soon to be put into operation in conjunction with Gonzales hill and Point Grey stations which are now working.

Cecil Doutré, superintendent of the Dominion government wireless system, left for the east last night, having been called away on government business. Mr. Doutré, just before leaving, stated to the Times that the trio of stations would be rushed to completion during his absence and would be in operation early next year when he would return to Victoria.

At Cape Lazo the apparatus is installed and the erection of the mast is all that is left to do. At Estevan Point electricians have been taken from Pachena to complete the work. Pachena Bay station is complete and is awaiting the arrival of the operator.

CONDUCTOR WAS HERO.

Jumped From Moving Train Into River and Rescued Drowning Man.

Seattle, Wash., Dec. 13.—Jumping from a moving train and into a flooded mountain stream and rescuing H. W. Lendenwell, a rancher, who had been knocked from the bridge by the train, was the heroic deed performed by Jerry Kinney, a conductor on the Oregon Short Line at Wellso, Idaho, on Tuesday night. The deed was seen by Dr. E. S. Dodds, of Seattle, who took care of the then unconscious rancher until the next town and a hospital were reached.

NATURALIZATION OATH.

Ottawa, Dec. 14.—The influx of foreigners into Canada in recent years has led to the appointment of six additional commissioners to take the naturalization oath.

WORLD'S LARGEST SCHOONER WRECKED

Carrying 18 Lives to Destruction American Ship Thomas W. Lawson Turned Turtle Off Scilly Islands ---Sole Survivor.

Houghtown, Scilly Islands, Dec. 14.—The American seven-masted schooner Thomas W. Lawson was wrecked in Broad Sound, Scilly Islands, during a fierce gale last night, and as far as is known all of the crew excepting one man was lost.

The schooner turned turtle during the night and is now floating bottom up. Three dead bodies have been found off Annette Island, an uninhabited island off the Scilly group.

Great Seas Running. The sole survivor, who has been landed at St. Agnes by the lifeboat from there, is only partly conscious. Disturbing signals were heard at the Bishop Rock lighthouse at 4 o'clock yesterday afternoon. Two lifeboats at once put off and found the Thomas W. Lawson anchored in a dangerous position.

Great seas were running, and the lifeboats, although they stood by for several hours, were unable to render any assistance. At the request of the captain of the Lawson the St. Mary's lifeboats, masts of which had been broken off in attempting to rescue the crew, put back with the purpose of telegraphing for a tug to come to her assistance. The St. Agnes lifeboat was left standing by. A little later, however, this lifeboat had to leave, as one of its crew was believed to be dying of exposure while others were almost completely exhausted.

Lights Disappear.

About 2:50 a. m. to-day the lookout at St. Agnes and Bishop Rock lighthouses and the coast guards missed the lights of the Lawson at the same time, and when a lifeboat returned to the scene of the ill-fated schooner it indicated a disaster. A few minutes later the lifeboat crew found the Lawson's bottom upwards.

Sole Survivor.

While searching in the vicinity of the St. Agnes light a boat picked up the solitary survivor, a man named George Allen, of London, and found three bodies off the Annette Islands. The

survivor and the dead were brought to St. Agnes.

The gale is still blowing fiercely and great seas are running mountain high. A doctor from St. Mary's has gone out in a lifeboat to render assistance. Among the drowned is W. C. Hicks, a Sicilian pilot, who managed to scramble on board the Lawson during one of the attempts of the St. Agnes lifeboat to reach the ill-fated ship.

Eighteen Drowned. The number of drowned is said to be eighteen. Allen was very seriously injured and may not recover. From what he says, it seems that the Lawson encountered prolonged bad weather and lost all her boats on the trip from Philadelphia. She sighted the Scilly Islands yesterday afternoon and dropped both her anchors in the hope that the weather would moderate.

The captain sent back one of the lifeboats that came out to secure the assistance of a steam tug. Lashed to Rigging. The St. Agnes lifeboat crew continued to stand by the straining schooner until the exhausted condition of its crew made it necessary to seek shelter. At midnight the wind rose to hurricane force, and the vessel finally turned over. Allen says that the last he saw was the captain and mate of the Lawson and the pilot lashed to the rigging.

Ill-Fated Voyage.

The Thomas W. Lawson was bound for London, having left Philadelphia on November 19th for the former port loaded with gas oil in bulk. She was commanded by Capt. Dow, an able and experienced mariner. Her voyage commenced with an accident, as while proceeding to sea from Philadelphia she went to eastward of the channel and grounded above Newcastle, Delaware. She was floated shortly afterwards and towed to sea by the steamer Toledo and the tug Bristol.

Among shipping men the Thomas W. Lawson was looked upon as a freak, inasmuch as she was a seven-masted schooner of great tonnage. Her dimensions were, in some ways, unique when compared to her rig, and her registered tonnage was 4,913 tons.

"Friday the 13th." The crew of the wrecked schooner numbered seventeen, all told. When wrecked she was under charter which brought to her owners \$78,000 a year. Thomas W. Lawson, after whom the schooner was named, was a part owner in the vessel, and it is a curious coincidence that the big schooner went to her fate on "Friday, the 13th," which was the title of the financier's latest book. Mr. Lawson also wrote "Frenzied Finance," which has been widely read.

Unique in Design.

The Thomas W. Lawson was the largest sailing vessel the world has ever seen, her registered tonnage being 4,913. She was built in 1902 at the yards of the Fore River Ship & Engine Company, Quincy, Mass., and was the only craft ever built with seven masts, the last mast being given the name of "pusher" for want of a better term. She was universally conceded to mark the limit of transition from wood to steel in the construction of sailing vessels. Her top lower masts were all of tubular steel with topmasts of Oregon pine towering 155 feet above her decks. Her dimensions were: Length, over all, 403 feet, beam 50 feet, load draught 26 1/2 feet.

Sail Area an Acre. When built for the Coastwise Transportation Company, of Boston, the "freak" schooner was intended for the coal trade, having a capacity for 8,100 tons of this commodity. The sail area, to propel such a large craft was necessarily large, and extended over an acre all her sails.

Furnish. One of the most interesting features of the gigantic sailing vessel was the fittings, which represented a great deal of comfort for officers and crew. From his desk in the cabin the captain could communicate with any part of his vessel. The cabin furnishings were almost luxurious, and the whole of the crew's quarters were heated by steam and lighted by electricity.

FIERCE GALES SWEEP ATLANTIC

LINERS DELAYED IN MAKING NEW YORK

Large Number of Vessels Reduce Speed---Nothing Heard of Anchor S. S. Astoria

New York, Dec. 14.—Unusually heavy weather in mid-Atlantic, particularly between the Newfoundland banks and the English coast, has materially delayed all incoming steamers this week. The Cunard steamer Luctania, which left Queenstown last Sunday afternoon, and which under ordinary circumstances would have arrived here early to-day, has had to reduce her speed and will not reach port until Sunday morning. The same is true of the American Line steamer St. Paul, which left Southampton on Saturday, and the French liner La Lorraine, which sailed from Havre the same day, the White Star steamer Arabis, from Queenstown, on Friday, the 8th, and the Atlantic transport liner Minnetonka, sailing from London on Thursday, the 5th. All these have been heard from by wireless telegraph via Cape Race and Salve Island and are now expected here on Sunday forenoon.

The Anchor liner Astoria, which sailed from Glasgow on December 5th, and was normally due here on Wednesday, December 11th, has not yet been heard from, but it is confidently believed her delay is due to nothing less than severe gales she has experienced, and that she will probably be signalled first off Fire Island very soon. The Astoria is not equipped with wireless.

INTERCOLONIAL RAILWAY.

Hon. H. R. Emmerson May Succeed David Rottinger as General Manager.

St. John, N. B., Dec. 14.—Considerable evidence is placed here in the story circulated this morning that the Hon. H. R. Emmerson will succeed David Rottinger as general manager of the Intercolonial Railway.

The automobile industry in the state of Michigan alone is paying the railroads \$1,000,000 a year in freight rates.

A STREET REPORT.

Winnipeg Gossip Has It That Salvation Army Will Bring Men to Canada This Winter.

Winnipeg, Dec. 13.—A report is current on the streets of Winnipeg to-day that this winter the Salvation Army intends to bring to Canada from the Mother Country about fourteen hundred laboring men.

This report is occasioning considerable adverse criticism, owing to the present condition of the labor market. A reporter called at the immigration and employment department this morning and found Major Creighton out of the city, but the attendant at the office did not disclaim the fact that the army had in view the intention of bringing the number out.

Just what number, or at what time the immigrants would be brought to Canada, the attendant could not say, but the work of gathering up the proposed army had commenced in England.

According to the statements of the attendant, the number of immigrants would be largely governed by the demand for laborers next summer, but the work of collecting has already commenced, and the immigration will soon begin.

BANDITS ATTACKED WRECKED TRAIN

THREW BOMBS AMONG CONFUSED TRAVELLERS

Robbers Driven Off, Leaving 4 Dead, After Desperate Fight on Trans Caspian Railroad

Tiflis, Trans-Caspia 14.—A band of 60 robbers at small train running between Baku and Tiflis, Trans-Caspia, last night near the station carried a large sum of money. The train guard repulsed the robbers after a fight, in which robbers and soldiers were wounded. The bandits finally retired leaving four dead behind them.

The attack was daringly conceived and carried out. Thirty yards off the track on a down grade the line had been torn up, and the train running at full speed plunged its way over the cars. Both locomotives and most of the cars were derailed.

The robbers who were in hiding immediately came out and advanced on the train guard and passengers. They threw several bombs and opened a heavy fire on the confused travellers. The train guard returned the fire from behind a mass of wreckage. They held their ground until the robbers were driven off, carrying their wounded. Troops are in pursuit of the robbers.

THE EVILS OF SUBSTITUTION EXPOSED.

A dealer substitutes because he makes more profit on an inferior article. A local citizen was induced to take a substitute for Putnam's Corn Extractor, with the result that he substituted burnt his toes and failed to cure. Putnam's contains no acids and is guaranteed. Always get Putnam's—no other.

AGENT WHO SECURED GREAT PABLO HERD

A. Ayoite Says Balance of Buffaloes Will Reach Edmonton Next Spring.

Winnipeg, Dec. 14.—A. Ayoite, Dominion government immigration agent at Missoula, Mont., has arrived in the city. Mr. Ayoite is the gentleman who so successfully accomplished the purchase of the Pablo buffalo herd for Canada, something which had more to advertise the country in the western States than any other effort the government has yet put forth. Mr. Ayoite states that just prior to leaving Missoula on the present trip, he secured a new contract from Mr. Pablo to deliver the balance of the herd at Edmonton next spring.

It is estimated that there are still 350 head on the Flathead range, and these together with the 425 head already delivered, will give Canada a magnificent herd. No one not familiar with the conditions as they exist, nor with the character of the people with whom Mr. Ayoite had to deal, can appreciate how much tact and business manoeuvring he had to bring to bear on the wily half-breed to get these contracts in the face of opposition.

DISASTERS TO U. S. VESSELS.

Washington, Dec. 13.—The annual report of General Superintendent S. I. Kimball, of the life-saving service, says during the past fiscal year the number of disasters to vessels within the field of operations of the service was 53. Of these 55 vessels were lost. The total value of property saved aggregated \$7,422,955. The life-saving stations succored 1,807 persons, there were 61 vessels saved, with their crews, at \$5,561,325, saved under circumstances that would have resulted in serious damage or total loss but for the life savers. The report urges legislation providing pensions and retirement of aged and disabled members of the service.

DAVID MALCOLM DEAD.

Vancouver, Dec. 14.—David Malcolm, a pioneer and a former police commissioner died to-day.

DOUBLE MURDER IN WINNIPEG

CHINAMEN BRUTALLY BEATEN TO DEATH

Assailant Escapes After Looting and Setting Fire to House—Bodies Badly Burned.

Winnipeg, Man., Dec. 14.—Murder and robbery is a startling revelation made by an investigation into the early morning fire yesterday in which the burned bodies of Luke Wing and Lee Chow were found.

There is not the slightest doubt now that the fire was the work of a murderer and incendiary, and an examination of the bodies of the dead men shows that both were brutally battered about the head with a blunt instrument of some kind.

The room was only 7 by 8 feet in size and had a small window facing into Salter street. When discovered, Lee Wing was on his back with his head towards the window. He had two wounds over his left eye, one being four inches in length and the other quite as long. On his forehead was also smashed considerably and over his right eye was a wound.

Lee Chow was found lying on his stomach on the east side of the room. He had two large wounds on his forehead which have been caused by a blunt instrument and he was bleeding freely at the mouth. On the floor and found \$3.42 in silver and copper, eleven Chinese coins, a watch, combs, brushes, two purses, (both empty), a knife, and other articles. Everything has been plundered. Bundles of clothes were overturned in the search for money.

The two men were known to have had a good sum of money and the opinion is that the perpetrator of the crime was a Chinaman who knew they had the money. The police made an investigation but could do nothing as they could not get the Chinese to speak English and there is not an officer on the force who can speak Chinese, and but for the fact that a double murder and robbery had been committed they could learn nothing.

TOKIO TRAMWAYS.

Movement for Municipalization of System Still Being Pursued.

Tokio, Dec. 13.—The advocates of municipalizing the street railways of Tokio urge that the city better able to make purchases than are private companies. The latter, buying under free contracts, sometimes pay the highest price for construction materials, while the city, making purchases by tender and under strict supervision, is able to buy more cheaply.

There is a difference of \$50,000,000 between the maximum and minimum estimates of the purchase price, yet a compromise is not impossible. Baron Shibusawa is skeptical about the advisability of placing the street railways under municipal ownership. He thinks it would be better for the city strictly to supervise the company instead of itself carrying on the business. The present municipal organization, he says, is not sufficient enough to manage a profit-making concern.

DRANK TWO OUNCES LAUDANUM.

Montrealer Working in Winnipeg Committed Suicide During Fit of Despondency.

Winnipeg, Man., Dec. 14.—In a fit of despondency yesterday David D. Hood, manager of the Palace Hotel, drank two ounces of laudanum, death resulting in the afternoon in St. Boniface Hospital. He was born in Montreal, was 53 years of age, and very well known in Montreal, where he has relatives. Previous to working in the Palace Stables he was employed by the Empire Wallpaper Company.

JAPANESE ON U. S. WARSHIPS

Mikado's Subjects Will Remain on Vessels Coming to Pacific Ocean.

Old Point Comfort, Va., Dec. 14.—With regard to the report that all Japanese servants on board the vessels of the Pacific-bound fleet of United States of the Pacific have been placed on receiving ships at various navy yards, as it was not desired to discharge them at a distant port and under the obligation of paying the crew back to the Eastern ports of the United States. Quite a number of Japanese servants whose enlistments have a year or more to run, are being taken along as usual.

ALASKAN STILL ON ROCKS.

Considerable anxiety is felt for the steamship Alaskan, of the Ketchikan run, which was reported by the Humboldt arriving in Seattle yesterday from Skagway as being broadside on the rocks of Mudge Point with a hole in her which permits her to fill at high tide and empty at low water. Lighters have been sent for to discharge the cargo and permit a further attempt to float her.

GAVE SHORT MEAS.

Toronto, Ont., Dec. 13.—The men have been found to be short.

RECORD OF PO OFFICE

HOW IT HAS GROWN UNDER LIBERAL

Hon. W. S. Fielding Replies Borden's Attack—Que Bridge Disaster.

Ottawa, Dec. 6.—In the remarks in the debate on from the throne, Mr. Fielding some illuminating information progress of the post office since the accession of the Liberal power, contrasting the work by the two parties. This is that the portion of the speech which the subject might well be thoughtful students of the finance minister (Mr. Borden) made some reference to office department which is a passing notice. He said it just been out West, and had that the postal service the believed generally, was in efficient condition. Well, if which is rendered to-day in Borden's name what must the condition in 1896? That partment of the government done more to improve the convenience of the Canadian do not say that it has done. In the speech from the throne the declaration that the which have been accumulated department should and will securing more liberal access for the people. But let us take notice of the tremendous which has been made.

"In 1893 or 1894, the hon. North Toronto (Mr. Foster) member that in one of his speeches he said that some of the Canadian people were of a two-cent instead of a three-cent but that the country could it and so long as the hon. gen (Foster) remained in power did not afford it.

"What was the condition of the postal department in 1896? There was a deficit of \$50,000 on that year's operation. In 1897 the deficit was \$100,000. In 1898 the deficit was \$150,000. In 1899 the deficit was \$200,000. In 1900 the deficit was \$250,000. In 1901 the deficit was \$300,000. In 1902 the deficit was \$350,000. In 1903 the deficit was \$400,000. In 1904 the deficit was \$450,000. In 1905 the deficit was \$500,000. In 1906 the deficit was \$550,000. In 1907 the deficit was \$600,000. In 1908 the deficit was \$650,000. In 1909 the deficit was \$700,000. In 1910 the deficit was \$750,000. In 1911 the deficit was \$800,000. In 1912 the deficit was \$850,000. In 1913 the deficit was \$900,000. In 1914 the deficit was \$950,000. In 1915 the deficit was \$1,000,000. In 1916 the deficit was \$1,050,000. In 1917 the deficit was \$1,100,000. In 1918 the deficit was \$1,150,000. In 1919 the deficit was \$1,200,000. In 1920 the deficit was \$1,250,000. In 1921 the deficit was \$1,300,000. In 1922 the deficit was \$1,350,000. In 1923 the deficit was \$1,400,000. In 1924 the deficit was \$1,450,000. In 1925 the deficit was \$1,500,000. In 1926 the deficit was \$1,550,000. In 1927 the deficit was \$1,600,000. In 1928 the deficit was \$1,650,000. In 1929 the deficit was \$1,700,000. In 1930 the deficit was \$1,750,000. In 1931 the deficit was \$1,800,000. In 1932 the deficit was \$1,850,000. In 1933 the deficit was \$1,900,000. In 1934 the deficit was \$1,950,000. In 1935 the deficit was \$2,000,000. In 1936 the deficit was \$2,050,000. In 1937 the deficit was \$2,100,000. In 1938 the deficit was \$2,150,000. In 1939 the deficit was \$2,200,000. In 1940 the deficit was \$2,250,000. In 1941 the deficit was \$2,300,000. In 1942 the deficit was \$2,350,000. In 1943 the deficit was \$2,400,000. In 1944 the deficit was \$2,450,000. In 1945 the deficit was \$2,500,000. In 1946 the deficit was \$2,550,000. In 1947 the deficit was \$2,600,000. In 1948 the deficit was \$2,650,000. In 1949 the deficit was \$2,700,000. In 1950 the deficit was \$2,750,000. In 1951 the deficit was \$2,800,000. In 1952 the deficit was \$2,850,000. In 1953 the deficit was \$2,900,000. In 1954 the deficit was \$2,950,000. In 1955 the deficit was \$3,000,000. In 1956 the deficit was \$3,050,000. In 1957 the deficit was \$3,100,000. In 1958 the deficit was \$3,150,000. In 1959 the deficit was \$3,200,000. In 1960 the deficit was \$3,250,000. In 1961 the deficit was \$3,300,000. In 1962 the deficit was \$3,350,000. In 1963 the deficit was \$3,400,000. In 1964 the deficit was \$3,450,000. In 1965 the deficit was \$3,500,000. In 1966 the deficit was \$3,550,000. In 1967 the deficit was \$3,600,000. In 1968 the deficit was \$3,650,000. In 1969 the deficit was \$3,700,000. In 1970 the deficit was \$3,750,000. In 1971 the deficit was \$3,800,000. In 1972 the deficit was \$3,850,000. In 1973 the deficit was \$3,900,000. In 1974 the deficit was \$3,950,000. In 1975 the deficit was \$4,000,000. In 1976 the deficit was \$4,050,000. In 1977 the deficit was \$4,100,000. In 1978 the deficit was \$4,150,000. In 1979 the deficit was \$4,200,000. In 1980 the deficit was \$4,250,000. In 1981 the deficit was \$4,300,000. In 1982 the deficit was \$4,350,000. In 1983 the deficit was \$4,400,000. In 1984 the deficit was \$4,450,000. In 1985 the deficit was \$4,500,000. In 1986 the deficit was \$4,550,000. In 1987 the deficit was \$4,600,000. In 1988 the deficit was \$4,650,000. In 1989 the deficit was \$4,700,000. In 1990 the deficit was \$4,750,000. In 1991 the deficit was \$4,800,000. In 1992 the deficit was \$4,850,000. In 1993 the deficit was \$4,900,000. In 1994 the deficit was \$4,950,000. In 1995 the deficit was \$5,000,000. In 1996 the deficit was \$5,050,000. In 1997 the deficit was \$5,100,000. In 1998 the deficit was \$5,150,000. In 1999 the deficit was \$5,200,000. In 2000 the deficit was \$5,250,000. In 2001 the deficit was \$5,300,000. In 2002 the deficit was \$5,350,000. In 2003 the deficit was \$5,400,000. In 2004 the deficit was \$5,450,000. In 2005 the deficit was \$5,500,000. In 2006 the deficit was \$5,550,000. In 2007 the deficit was \$5,600,000. In 2008 the deficit was \$5,650,000