tion of 3,000,0

Protected

Railroad earnings in Canada for the last ten days New York; the Cretic is at Boston; the Tuscania in March indicated some improvement, due to some Liverpool, and the Roma at Marsellies, extent to the fact that the holiday season came somewhat earlier this year than last

Conditions apparently are somewhat better in the Bast than they are in the West.

Here are comparative figures since the first of the

Canadian	Pacific	Railway.

- animalan	t wellie ttally	a.y.
1915.	1914.	Decrease
Jan. 7\$1,316,00	\$1,850,000	\$634,000
Jan. 14 1,321,00	0 1,563,000	242,000
Jan. 21 1,391,00	0 1,772,000	381,000
Jan. 31 1,890,000	2,534,000	654,000
Feb. 7 1,440,000	1,752,000	312,000
Feb. 14 1,634,000	1,723,000	99.000
Feb. 21 1 614,000	1,796,000	182.000
Feb. 28 1,815,000	. 2,084,000	269,000
Mar. 7 1,667,000	1,902,000	235,000
Mar. 14 1,731,000		437,000
Mar. 21 1,738,000	2,132,000	394,000
Mar. 31 2,564,000	3,096,000	532,000
Grand T	runk Railway.	
fan. 17 \$743,522	\$797,368	\$53,746
an 11 770 745		

194,082 786,158 873.338 87.189 Feb. 14 868,432 Feb. /21 \$23,436 900,706 48,555 Mar. 14 .016,088

879.948

1,044,181

84.118

186,244

795.830

857,937

Jan. 21

Canadian Northern Railway

			Oar	auran Nor	thern many	ay.	
Jan.	7			\$205,400	\$361,700	\$159,300	43
Jan.	14		100.00	239,000	362,800	123,000	33
Jan.	21			212,200.	313,300	101,000	22
Jan.	31			294,200	550,200	236,000	4.4
Feb.	7		2 52 6	237,000	3/13, 1.00	70,200	23
Feb.	14		A 55.00	256 200	312,700	56,200	18
Feb.	21			204.000	236 690	42.600	12.
Feb.	28	٠.		321,900	371.200	50,300	13
Mar.	7			283.700	319.400	35,700	11.
Mar.	14			293 5000	330,500	36,700	11.
Mar.	21			304.000	330,600	26,600	8.
Mar.	31	٠.		497,100	552,400	55.300	10.

SHARP REDUCTION IN AMERICAS' LEADING RAILROAD EARNINGS

Gross earnings of United States railroads continue in moderate volume, the total of all roads making

& Ohio, Cincinnati New Orleans & Texas Pacific and the scale of was Alabama Great Southern being among the roads showing pronounced losses

part offset by several moderate gains.

three weeks in March and the loss as compared with granted it is understood that the company will no gether with the percentages of loss compared with quests are that for months past the Hamburg-Amlast year.

Feb., 3 weeks.... 21,314,896 Loss 1,344,694 6.0 Jan. 3 weeks , . . , 23043,667 Loss 2.067.476

JITNEYS HURT B. C. ELECTRIC.

railways it will be impossible for that company to me payment of dividends. His statement fol-"In common with all other street railways on affected by competition with passenger motor mars, mainly due to exceptional conditions obtaining and April 30th the number of second-hand motor cars on the market. While it is improbable that this particular form npetition will prove permanent, the unlooked for development of this new traffic has created a situa-tion which, unless the new traffic is made subject to regulations similar to those governing the street railways, will make it impossible to continue payments of dividends. The matter has been submitted to the nicipal authorities for the purpose of receiving fair and reasonable treatment at their hands.

DAY-LIGHT SAVING SCHME

Saskatoon, Sask., April 6. — On April 12, a by-law to rthe adoption of the Daylight Saving plan will be submitted to the ratepayers. This provides for advancement of the clock one hour from 1st May till

Last year a similar movement was defeated. Since there is the very successful precedent of the City of Regina, where the Daylight Saving plan operated last year, and where it is authoritatively stated that the public would not no wthink of reverting to the old order of things.

BRANTFORD MUNICIPAL RAILWAY.

Brantford, Ont., April 6 .- The first report of the Brantford Municipal Railway Commissioners shows that total receipts were \$33,411.91 for the period August 4 to December 31, and after paying expenses of \$25,506.85, there was a balance of \$7,905.05 to pay interest on purchase price and bonded debt, ngers carried on the street railway totalled

800,860; car mileage was 88,892, and total receipts ed to \$13,145.97, The Grand Valley Bailway carried 93,231 passen-

gers on 68,294 mileage, with receipts of \$18,551.45,

NEW YORK CENTRAL EARNINGS,

New York Central earnings of all lines for Febru-sry were gress \$19,687,608, an increase of \$266,546, Met after tax \$2,462,888 an increase of \$1,707.687, Two months' gross \$40,888,816, a decrease of \$59,313. Net after tax \$5,548,149, an increase of \$3,281,844,

ST, PAUL RAILWAY EARNINGS,

St. Paul railway carnings for Pobpuary were gross 1473,696 an increase of \$225,723. Net 907,497 a decase of \$67,703. Eight months gross \$61,958,881, arrange of \$1,700,745. Net \$19,159,809 a decrease of \$1,7

******************* SHIPPING NOTES

The Transylvania and Palerme have arrived at

The establishment of a steamship line at New Orleans to operate out of that port under the American flag is reported. It is proposed to organize a cor poration with \$1,000,000 capital,

The Annapolis schooner Georgina Roop, previously reported some two hundred miles off the south coast 28.8 of Nova Scotia, with her sails gone, has gone 15.4 ashore near Barrington, N.S., according to a message 21.5 received at Halifax. The crew are safe, but the vessel, which sailed from Turk's Island on March 4th 17.8 with salt for Le Havre, will be a total loss.

The first steamer to leave Quebec this season for ommercial purposes is the Savoy, which left or 12.3 Sunday morning for north shore and Anticosti ports 20.2 with freight, passengers and mails. The Governmen 18.4 ice-breakers are continuing their work above Three 17.2 Rivers. The Montcalm reached Sorel on Saturday

while the Lady Grey is still at work about 6.8. Three Rivers, widening the channel between the le 3.0 banks of the shore. The C. G. S. Bellechasse left 9 5 Quebec yesterday, and is now at Three Rivers, workng with the Lady Grey.

Predictions that U. S. Attorney General Thomas W. Gregory would hold that the Seamen's Act does not become operative until November 4, 1915, as it relates to American vessels were verified when he rendered a formal opinion to that effect. It was submitted to the Department of Commerce. The Attorney General, referring to the effective dates, said:

No part of the act shall become effective until March 4, 1916, for other vessels.

No change whatever will be made in the operation of the steamship lines owned and controlled by the international Mercantile Marine Company as a result of the receivership proceedings, according to a Franklin, vice-president of the company, who has the equity suit would not affect in any way the service of the various lines, and that the management would be continued as formerly.

Letters demanding increases in wages to all deck officers on American steamships have been sent by the Neptune Association of Masters and Mates of ocean and coastwise vesels to all the American lines having offices in cities along the Atlantic coast. The weekly returns to Dun's Review that have so far reorted for three weeks in March maunoting to \$22. It plain that action must be taken by May 1, and 435,743, a decrease of 10.5 per cent., as compared with while no intimation is contained as to what course will be pursued by the association if the steamship To a very large extent this unsatisfactory exhibit lines do not concede, it is understood that the negois still accounted for by the sharp reduction in the tiations with the lines will be carried out without a earnings of practically all the leading systems in the show of aggression and with the sole purpose of South, Louisville & Nashville, Southern, Chesapeake reaching an amicable agreement on the increase in

Mail advices received from Berlin, delayed in trans-On the other hand while decreases are still num- mission, state that on the basis of a Bundesrath deerous in the West and Southwest, in only a few ing. cree the Hamburg-American Steamship Company tances are they at all large, and the falling off is in has petitioned the Senate to permit a to dispens with the submission of its annual financial state-In the following table are given the gross earnings ment, and also with the general meeting of the com of all United States railroads reporting to date for pany which is called for by law. If the petition is GERMAN STEAMSHIP COMPANIES the earnings of the same roads for the corresponding compile its annual statement, and that it also will period a year ago; also for the roads that reported abstain from holding the general meeting. The for the same weeks in the two preceding months, to- grounds given by the company for making these reerican Line has been cut off from its foreign subsi-Per diaries, and has been unable to draw up its financial Cent balance because it is not clear regarding the state of March, 3 weeks..., \$22,435.743 Loss \$2,635231 10.5 affairs prevailing in the foreign establishments.

LARGE LOCOMOTIVE ORDER.

New York, April 6 .- An order of the M. K. & T for 42 locomotives has been officially closed with New York, April 6.-An official of the British Col- the American Locomotive Co. after having been held umbla Electric Railway Co. says that unless jitneys in abeyance for several months. This takes the last are placed under the same regulations as street of large inquiries for locomotives out of the market

ATCHISON DECLARES DIVIDEND

lows: "In common with all other street railways on the Pacific Coast our transportation is very seriously regular quarterly dividend of 152 per cent, on the common stock, payable June 1st, to stock of record



LIEUT .- GOL. JOHN CARSON, has been placed in charge of the Canadia Pay and Records Office at London, England.

The Charter Market

New York, April 6 .- A limited general business was rates ruling about as last quoted. Steamers con- pany. tinue in moderate demand for general cargo and coal to European ports, and there is a limited inquiry for grain, cotton and timber carriers. In the South merce Commission by the Port Huron & Duluth evember 4, 1915, for American vessels, and until American trades coal and lumber tonnage is wanted Steamship Company against numerous eastern roads

(Exclusive Leased Wire to Journal of Commerce.)

the far east The supply of boats available for fairly early loading is light, and rates are steady at about the basis of last previous charters. The sailing vessel market is to be electrified, it is said, and extended from Ennis statement made last night by Mr. Philip A. S. firm in the offshore trades, influenced by a good de- to Waco, with perhaps a branch line to Dallas. Mrs. Franklin, vice-president of the company, who has mand for number and coar carriers and a new support of the property. He said that of vessels of suitable class. Coastwise freights an opportunity to acquire a practical knowledge of March. . . \$439,235,000 \$479,169,000 \$453,881,000 without quotable changes of consequence.

Charters .- Coal .- British steamer Farnham, 1,994 ons, from Virginia to Lower river plate ports, 39s., option Roasario, 40c., April. British steamer Farringford, 1,995 tons, from Balti

ore to Buenos Ayres, p.t., April. Steamer Stanley Dollar, 955 tons, from Baltimore to eattle, p.t., prompt.

Norwegian steamer Modiva, 778 tons, from Baltimo Guantanamo, p.t., prompt. Lumber.-Norwegian ship Najade, 1,677 tons, from

the Gulf to West Britain, with timber 225s., May-Miscellaneous .- British steamer Florrieston, 2.171 tons from Baltimore to Glasgow with steel products,

Schooner William McRitchett, 471 tons, from North this year. Shore, Jamaica, to Stamford, with logwood, p.t. Schooner J. Manchester Haynes, 683 tons, same from Savanna La Mar.

Schooner Charles Nobles Simmonds, 716 tons, from Black River, Jamaica. to Chester, Pa., with logwood,

WILL NOT MAKE USUAL REPORTS. New York, April 6 .- Neither the North German-Lloyd, nor the Hamburg-American Steamship lines, will makes reports to their respective stockholders of from January, 1914, to December 31, 1915.

AMERICAN LOCO. GETS SHELL ORDER. Schenectady, N.Y., April 6.-It is understood here that the American Locomotive Company has practical-ly closed contracts with the Allies for the manufacture

of a large supply of war orders, notably shrapnel, Details are completed with the exception of a deosit in cash to be made by the purchaser to the credit of the prospective manufacturer. The order now under negotiation will total about \$20,000,000.

Additional orders are expected to follow in case of ts satisfactory delivery

A CLEVER BELGIAN DOG.

He helped his mester, a Beigian soldier, capture a German invader. His mester then decorated the g with the military cap of the prisoner. This is ensof the Beigian army's war dogs which are trained to drag the light machine guns.

RAILROAD NOTES

It is estimated that shipments this season from Bermuda onion-growing districts of Texas will total

A. B. Apperson has been appointed general super intendent of the Salt Lake City Union Dept. & Railroad Co. to fill the vacancy caused by the death of William Otteson.

The Eastern Canadian Passenger Association met yesterday at the Windsor Hotel to discuss the war taxes imposed on tickets, telegrams, sleeping car tickets, etc. The meeting is being continued to-day.

Vigorous official denial has been given to the re port circulated in New York that the Santa Fe contemplates the acquisition of a steamship line to be operated between this city and Gulf points in competition with the Southern Pacific.

It is said that if plans contemplated can be matured certain engineering changes that will enable it to re-***************************** duce the running time of trains and perhaps become part of a transcontinental system. After 28 years consecutive service with the Clover

Leaf. M. L. Crowell, assistant secretary-treasurer, having attained the age of 70, has been retired and placed on the pension list. His successor is George reported in the steam and sail tonnage markets, with S. Ross, son of Walter L. Ross, receiver of the com-

Complaint has been filed with the Interstate Comand there is also orders in the market for case oil and for alleged refusal to give it through rates and equitgeneral cargo carriers to Australia, New Zealand and able divisions, in order to hold package and passenger business for their own lines.

The Texas Midland, owned by Mrs. Hetty Green, is mand for lumber and coal carriers and a light supply Green bought the road 23 years ago to give her son

> Announcement has been made by the Santa Fe that. effective April 15, coupons on one-way tickets will be honored direct to San Francisco, then to destinations on the Santa Fe lines in the San Joaquin Valley or on the Santa Fe lines in the San Joaquin valley or marking a sequel to the return of the money paid out to Southern California to visit the San Francisco Exposition.

Under a decision of the Transcontinental Passenger Association's round-trip tourist tickets which become effective June 1, will be good until October 1, to complete the going and return trips. Heretofore it has been necessary for passengers to reach their destinations west of Chicago within 15 days after the day the ticket was soid, but this restriction is to be removed

B. F. Aiken, former C. P. R. passenger and telegraph agent at Rogers' Pass, was arrested in a California mining camp and is the last of 8 men wanted on a charge of conspiring to defraud the C. P. R. by embezzling \$11,000 by a system of padding the pay-rolls under Aiken's charge. Aiken had been sought for since November, 1913. The circumstance of Aiken's arrest was accomplished by seeing his picture on a

All roads whose property is to be valued by the operations for the year ended December 31st, 1914. Interstate Commerce Commission have been directed The companies have been absolved from this require- by the Physical Valuation Bureau to file with it s ment under the German law on account of conditions complete inventory of "the quantities, units and class- at \$145,000,000. prevailing because of the war. The next report of es of kinds of property in roadway or tracks, bridges these two companies will likely cover the period buildings or other structures; signals and interlockers telegraph and telephone lines, electrical apparatus and May 9.86, up 10; July 10.15, up 9; Oct. 10.50, up 8. any and all fixed property, except lands and equipment." They are also to file a schedule of the track. age of so-called industrial roads with which they

> On the opening of the Kettle Valley lines the C. P. R. will secure an alternative route to and from the Pacific Coast by way of the Crow's Nest Pass Kootenay Landing, Nelson, Midway, Penticon, Princeton and Spence's Bridge, which will be available to through passengers without extra charge. The dis tance between Winnipeg and Vancouver, by this new route will be 1,800,000 miles, as against 1.446 by the main line through Calgary and Banff, and 1,657 viz. Dunmore Junction, Crow's Nest Kootenay Landing West Robson and Revelstoke

Mr. W. J. MacDonald, railway builder, well kr Montreal, is dead at St. Petersburg, Florida. Mr. Mac-Donald was connected with the contracting firm of Ryan & MacDonald, which built an extensive section of the Grand Trunk Pacific northwest of Quebec City. He was also connected with the Saguenay Construction Company which built the most difficult section of the Quebec & Saguenay Railway. He was later a member of the firm of Doheny & MacDonald, who built a part of the Canadian Northern Railway south of Sudbury, and later was a partner with Doheny MacDonald & L. Thompson.

Application has been made by the receiver of the Colorado Midland for an injunction to restrain the Denver & Rio Grande from voting stock obtained at a foreclosure sale in New York and which sale the court is asked to declare fradulent and void. Also that the a price to be fixed by the court and a lien held by the New York Trust Company, abolished. The charge is made that the stock was forfeited through the activities of E. T. Jeffrey, while president of the Rio Street West. Grande.

Publicity has just been given to a big shake-up in the passenger department of the Southern Pacific which became effective on April 1, which transfers to San Francisco. Frank E. Batturs, general passenger agent, who has been located in Los Angeles. He is succeeded by James Horsburgh, Jr., who has been in San Francisco, to which city John J. Stubbs, general freight agent at Los Angeles, is also transferred, be ing succeeded by Eugene W. Clapp, assistant general freight and passenger agent at Tucson, Ariz Other changes are the transfer from Philadelphia to Sacramento of R. J. Smith, district freight and pas senger agent, in place of James O'Gara who goes to San Francisco in the same capacity and will have charge of the Ferry building; Charles W. Foy placed in charge of a re-established district passenger agency in the Palace Hotel, San Francisco, and J. K. Butler appointed assistant general freight agent at Sar Francisco, with Blake D. Meyers as district freight agent.

rea of rich soil and enjoys splendid climatic conditions. It has hitherto been practically closed to setnt owing to lack of transportation facilities, but with the completion of the main line of the Grand Trunk Pacific Railway through to Prince Rupert, is now attracting attention from experienced cultivators, who realize the great possibilities of this new

The Grand Trunk Pacific Railway, while it has not an acre of agricultural land for sale, has just issued an acre of agricultura, land Av. Sale, has Just issued a comprehensive booklet of information for intending settlers with a map showing the natural resources of the various localities. It deals with the Coast district of British Columbia as well as the central interior and is called "Plateau and Valley Lands."

UNITED STATES BANK CLEARINGS.

New York, April 6. - Clearings through the banks It is said that if plans contemplated that is said that if plans contemplated will engage in Dun's Review, aggregate last week \$2,640,792,891, a de-Dun's Heview, aggregate inst week \$2,040,193,891, a decrease of 15.4 per cent. as compared with the \$3,121,-720,610 of the same week last year and of 12.3 per cent. as contrasted with the corresponding week in

cent, as contrasted with the corresponding week in 1913, when the total was \$3,010,209,331.

This somewhat indifferent exhibit is largely accounted for by the falling off at New York City, where losses of 18.3 and 15.3 per cent. respectively, appear notwithstanding a considerable increase in stoc ket activity.

Indications of gradual improvement in business throughout the country, is reflected by the increasing volume of bank exchanges at many cities outside New York, the total of the thirteen centers included in this statement this week being only 9.6 per cent. smaller than for the same week last year and 6.3 per cent. les than for the corresponding week two years ago.

Losses are still shown at a number of points, and Losses are sun shown at a number of points, and though Cincinnati, Cleveland and New Orleans report gains over both years they are far more than offset by the decreases at other cities.

Average daily bank exchanges for the year to date are given below for three years:

February - - - 472,670,000 507,830.000 January 466,194,000 545,120,000 548.253.009

COMMERCIAL PAPER IMPROVES.

New York, April 6 .- There are slight indications of an improvement in the volume of commercial paper in dividends and interest on the first of the month, but institutions are firm in their attitude of only purchasing first class material. Rates continue at 31/2 o 4 per cent.

Bank acceptances are selling at 2 to 212 per cent., according to length of the maturity. But offerings are light in the open market, in spite of the great increase in the volume outstanding, as shown by the reports of banks and trust companies.

RAINS GENERAL TO-DAY.

Showers to-day; Wednesday, fair and mild. A shallow depression now covering the lower lake region has caused rain in Ontario, which is now extending to Quebec in the West, The weather has been generally fine, and for the nost part very mild.

TRADE BALANCE DOUBLED.

Washington, D.C., April 6.— The trade balance if avor of this country for the week ended Saturda last amounted to \$22,000,000, with Detroit estimated It is just double the amount for the preceding wee Secretary Redfield, of the Department of Commerc in laying these figures before the public, estimate the favorable balance for the entire menth of March

New York, April 6 .- Cotton market opened steady

RAILROADS

CANADIAN PACIFIC

HOMESEEKERS' EXCURSIONS Every Tuesday. Winnipeg, Edmonton and Int. Stations

Limit Two Months. Tourist Sleeper Attached to Train Leaving 9,45 p.m.

GRAND TRUNK SYSTEM

SAN FRANCISCO EXPOSITION. Choice of Routes. Until Nov. 30th.

122 St. James St., Cor. St. Francois-Xavier-Phone Main 6905. Windsor Hotel

" Uptown 1187 Bonaventure Station STEAMSHIPS.

CANADIAN SERVICE

Sailings from Halifax to Liverpool:-For information apply to

THE ROBERT REFORD CO., LIMITED, General Agents, 20 Hospital Street. Steerage Branch. 23 St. Sacrament St. Uptown Agency, 530 St. Catherins Street West

AN ROYAL LINES

SAILINGS: DURING THE WINTER SEASON OF NAVIGATION STEAMERS SAIL FROM St. John N.B., and Halifax, N.S., to Liverpool

St. John to Havre and London: and Portland and Boston to Glasgow. STEAMERS.—The steamers presently employed in these services include

CORSICAN, HESPERIAN, SCANDINAVIAN, Etc. RATES.—First Class \$82.59. Second Class & "Cabin \$50 to \$55, according to Steamer. INFORMATION.—For dates of sailing and all further in-immation, apply any agent, or The Allan Line, Uplows assenger Office, 675 St. Catherine Street, Montreal; or

H. & A. ALLAN, General Agents 2 St. Peter Street - MONTREAL - 4 Youville Squa

TWO MILLION AGRES OF LAND FOR SETTLERS GOING TO B.C.

PREVENTION OF I Have Many Opportunit President in Discussing Ec surance—Teaching the Publi

omics of life insurance et of a recent address delivered Cox, president of the Canada Lin before a gathering of financial men Canada, emphasizing particularly ple of the Dominion are under-insu he possibilities of improving hea examinations made by the comp "The present war," he said, "with hilation of human life, has mad one great truth, and that is the State of the lives of its of total population of Canada, according us returns, there are at least t surable men and women—mostly men terms of money, is \$1,000.00 a fair ins each of these? \$1,000.00 a man for t t considered too much. Yet not mor our insurable population have the while to make the small annual depo rantee to their dependents the s and which in the aggregate would n

of 'Canada's greatest asset' for the of \$3,000,000,000 "At present we have in force a litt non ago of life insurance, but as the for \$2,000.00, the number of our brinks to one-half what it would be licy were \$1,000.00; and the proport urable population actually insured the

Canadians Under-insured That the people of Canada are tinder r, is obvious; but there is a busine man insures his property to a great Business demands that t his creditors against the misfort he mortgage on his property or s mands such protection. Unfortuna elly his wife and childre the same force or make their deman tent, and their claims are in consequ-Dealing with the possibilities for safe public health, Mr. Cox stated that in Ca nce, in the ordinary pursuit of its ach year had many thousands of citiz y physicians to ascertain their fitness disease preventive measures adopt ough these examinations must have a ant bearing on the general health,"] Only too often applicants for insurance hemselves to be in perfect physical co found to be impaired in health, an of life has been extended by the app ely advice of the life insurance exam Some companies have invited their "Some companies have invited their packet the services of the regular exactange, for an annual examination, so

ent disease may be checked, but the gene course pursued by the majority in ng a physician until disease manifests i the way of a wide acceptance and ado owever, is doing other We are in Canada conductin as usual, 'pending the alterations Mt, when these alterations are complete that the money chests of Europe v ly to us for our borrowings as in the

bable that at least for the present we

depend more largely upon our own r greater undertakings. are saving more money than usu da, but there is no greater force at wor of ten thousand life insurance agen in and day out energetically and wif mpressing upon our people th and the protection of Canadian nom-Last year they prevailed \$30,000,000 in premiums. Th ver, is lamentably small when we reme one hundred million dollars are spen annually for spirituous liquor and abou

dollars for tobacco. Stability of Life Insurance. have given p e stability, the solvency, and the fluid

asurance companies and of their influence treat credit fabric of the world. "Last year, when money was not too tren before the commencement of hosy: ities ance companies in Canada invested fr remium income for the year (or re-invested um amounting to over \$60,000,000. for permanent construction work in this co bugh the purchase of municipal bonds, er

likings, the extension of railways, and the ent of farm lands. was in addition to a total sum of tely \$250,000,000 of life insurance assets. aulated savings of many years, collected in ims which scattered all over the country wo ant nothing to the growth of Canada. loney can be turned into capital it must be ther in one place, and this is a great e vice which life insurance is rendering to the Canada needs capital, and the very best curing it under present conditions is to a

teachings of life insurance. Patriotic service, life insurance in Can one its share. It is not possible to estimate ast amount of protection afforded by the lons to the dependents of those splendid engaged in the war, but it is safe to at it aggregates millions of dollars, and th have not been slow to prove their pat if by the assumption of new war rooms, v

mated at from \$10,000,000 to \$15,000,000 BANKERS WILL CONVENE. New York State Bankers' Association ha ates of its annual meeting, to be held at Sai June 24 and 25,

FRED W. G. JOHNSON INSURANCE AND REAL ESTATE Bl1 Board of Trade Building ones: - Main 7682; Up. Your patronage solicited