

### JOER IN JITNEY BILL MAY COST NEW YORK \$1,500,000

Albany, N.Y., May 7.—The discovery of what looks like a "joker" in the Hewitt bill which taxes each seat in "jitney" buses, imposes a registration fee on motorcycles and inflicts a horsepower tax on all commercial vehicles will probably result in the disapproval of the measure by Governor Whitman.

A hearing given on the bill by the Governor to-day developed a lively interest after Charles Thaddeus Terry, representing the automobile trade association, pointed out a provision which struck out the registration provision of the motor vehicle law. If this proves to be the case, and Mr. Terry seemed to be very positive that it was, the Governor will veto the bill.

Under the motor vehicle law automobiles must register each year and the registration fees alone total \$1,500,000. Neither the Governor nor the automobile owners would stand for the exemption from registration, since the money netted the State from this source is devoted to the upkeep of State highways. The annual cost of road maintenance is about \$4,000,000 and the revenues accruing from the registration of automobiles and licensing of chauffeurs goes a long way toward defraying this expense.

After Mr. Terry had called attention to the alleged "joker" every person at the hearing who had a copy of the bill, the Governor among them, started to turn the pages of the measures, until they came to the part referred to.

"I think that is fatal," the Governor was heard to remark to his legal advisers.

Secretary of State Francis M. Hugo, who was present with his legal adviser, took issue with Mr. Terry, over the question of whether or not the registration clause of original motor vehicle law was repealed by present bill. He is to submit a brief to the Governor on the point. Mr. Terry submitted a brief at the hearing.

It is the opinion of those who attended the hearing that the legislature in its attempt to tax motor cycles, the seats of "jitney" buses and put a horsepower tax on commercial vehicles had repealed the revenue making provision of the original motor vehicle law.

Mr. Terry opposed the provision taxing commercial vehicles on a horsepower basis. He pointed out that not more than 10 per cent. of the commercial vehicles now in operation ever use the State highways for the maintenance of which an extra tax would be devoted. The field of these machines, he said, is in the city.

J. A. Hall of Brooklyn, representing the Federation of American Motor-cyclists, took Governor Whitman and the others at the hearing by surprise when he declared himself in favor of the bill. He said the motorcyclists wanted to pay an annual tax, and it was remarked that for the first time in the history of the legislation an interest has been honest enough to express its willingness to submit to taxation.

The Governor will give a hearing to-morrow on the real "jitney" bill under the terms of which "jitney" bus owners must obtain permission from the common councils of cities in which they run as well as the public service commission before they can operate.

### BRAZILIAN RAILWAY RESULTS PROVING LESS PROFITABLE.

London, May 7.—The half yearly report of the San Paulo Railway, the great coffee-carrying line of Brazil, running from San Paulo to Santos, shows a heavy reduction in profits from £54,200 for the second half of 1914 to £55,640 for the same period of 1914. The decrease in sterling is partly due to the fall in the average rate of exchange from 16.05 pence to 13.80 pence, but there was also a falling off of 231,887 in passengers and of 592,452 tons in goods traffic, while the expense ratio rose from 56.29 to 58.44 per cent.

The half yearly dividend of 5 per cent. is maintained, but there is no repetition of the bonus of 2 per cent. paid for the second half of 1912. The company's reserve-fund stands at £2,131,730, against a total capital and debenture issue of £5,000,000.

The financial position therefore is strong, but the results reflect the difficulties which Brazil has had to face during the latter half of last year.

### SOO TONNAGE IS DOUBLED.

Sault Ste. Marie, Mich., May 7.—The statistical report compiled by United States engineers for the month of April shows nearly double the tonnage of last year was carried through the canal this year.

For April, 1914, 774,520 tons of freight were locked through St. Mary's canal, of which 327,338 were handled on the American side and 447,182 on the Canadian canal.

For the month of April, 1915, 1,155,854 tons were locked through the Canadian side, as compared with 1,319,651 tons through the American side.

This great difference is due to the operation of the new Davis lock, which was opened October last.

### RAIN TO-NIGHT AND TO-MORROW.

Southeasterly winds; rain to-night; Saturday, southerly winds, showery.

A disturbance of very considerable energy has developed to the westward of the Great Lakes and rain is now falling throughout Ontario.

The weather is fine in the Maritime Provinces and Quebec.

Showers have occurred at some points in the western provinces.

### SHIPPING NOTES

The Hellig Olav has arrived at New York, and the United States at Christiansand.

The British steamer Great Western and the Peninsula and Oriental liner Poona collided in the English Channel off Guernsey. Neither ship was seriously damaged.

The New York American learns that the Cunard Co. intends to put the Aquitania into the north Atlantic service again as soon as the volume of passenger traffic warrants it.

Salvage work on the submarine F-4, submerged in Honolulu harbor since March 25, was resumed, after being suspended for some time on account of unfavorable weather.

With what is said to be the largest number of passengers that ever crossed the Pacific on a passenger ship, and with a cargo valued at \$1,000,000, the Pacific Mail steamer Manchuria arrived at San Francisco.

The Hamburg-American Line steamships Sarina and Sibiria have been sold to the Atlantic Fruit Company. The purchase price was paid, and the transfer of the ships from German to American registry is imminent. In shipping circles it is believed that the ships were sold for \$75,000 each.

A meeting of the Imperial Society for the Promotion of Commercial Navigation was held at Moscow, Russia, last month, at which a report was read concerning the establishment of direct shipping communication between Russia and the United States. The report was followed by animated discussions, after which the meeting decided to send a representative of the society to the United States to investigate the possibility of realizing such a project.

The Benzore Head, with a general cargo from Glasgow for the Donaldson Line, was pulled in to the latter's shed yesterday afternoon at 5.30 o'clock by the Sincennes-MacNaughton tug Felicia D. The vessel left Glasgow on April 19th, and Captain Kane reports splendid weather all the way across with very little ice encountered on this side. The vessel is discharged here for three days. When she is discharged her cargo the vessel will be turned over to M. Lean, Kennedy & Co. to take the regular Head Line Sailing out of this port.

The principal sailing ship company in Hamburg, the Reederei Aktiengesellschaft von 1896, which has just issued its report for last year, shows a gross profit of 947,930 marks, as compared with 1,348,296 marks, for 1913, and declares a dividend of 4 per cent., as against 12 per cent. In the previous year, a provision of 614,530 marks was made for depreciation, and there was a net profit of \$41,816 marks, but for 1914 no such allocation is made, and the net profits are only 222,752 marks, against which 110,923 marks is charged for depreciation of the fleet.

Opening of St. Lawrence navigation brings no promise of relief in the scarcity of ocean tonnage. All the larger and faster ships formerly in the Canadian service are still in use by the Admiralty and there is no prospect of their being released, especially in view of the recent increase in the sphere of British military operations. The presence of large armies in Europe, in Egypt and in Gallipoli Peninsula, calls for a large fleet of transport and supply ships, and there is no expectation that any of these ships will be released by the Admiralty during this season. At the same time it is expected that a reasonably good mail service will be maintained, perhaps as good as the old service, though not equal to the improved fast and frequent service which was in operation last season prior to the outbreak of war.

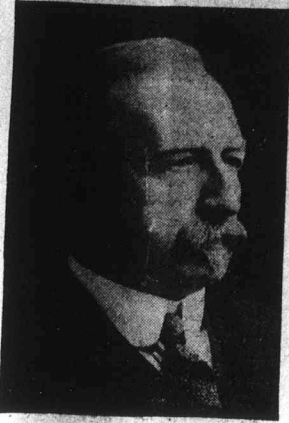
The April issue of the Meteorological Service weather chart has the following:

In May during the past 41 years, 1874 to 1914, both inclusive, 90 gales occurred in the lake region, 22 fresh to heavy and 68 moderate. On 19 occasions the winds backed, on 58 they veered, and 13 times they backed in some localities and veered in others. In the Lower St. Lawrence valley and the Gulf 69 gales occurred, 14 fresh to heavy and 55 moderate. The winds backed on 16 occasions, veered on 39, and 14 times they backed in some localities, and veered in others. In the Maritime Provinces there were 57 gales, 11 fresh to heavy and 46 moderate; 10 backed, 37 veered, and 19 backed in some localities, and veered in others. 1883, 1884, 1901, 1905, 1908 and 1909 were the most stormy years in the lake region, and 1893, 1907, 1908, 1909 and 1912 in the Gulf of St. Lawrence and the Maritime Provinces.

### THE WEATHER MAP.

Cotton Belt—Light to moderate rain in parts practically all States. Temp. 42 to 72.  
Winter Wheat Belt—Light to moderate rains throughout. Temp. 36 to 58.  
American Northwest—Rains in Minn., Southern Wisconsin, Temp. 32 to 42.  
Canadian Northwest—Scattered rains. Temp. 36 to 48.

Up to date over 600 Grand Trunk employes have gone to the front, all of whom are still carried on the company's pay roll.



SIR THOMAS SHAUGHNESSY, President of the C. P. R., who has returned from the West. He noted an improvement in Canadian conditions.

### The Charter Market

(Exclusive Leased Wire to Journal of Commerce.)

New York, May 7.—The full cargo steamer markets show easier tendencies, due to a falling off in the general demand for tonnage and increased offerings of boats for May and June delivery. Coal freights continue to offer steadily to the Mediterranean and South American ports, but the demand from all other sources was but limited.

For sailing vessels there is yet a considerable inquiry from trans-Atlantic and South American shippers, mostly for coal and lumber cargoes, but for coasting and West India account the demand is limited. Rates holds steady, with no quotable changes of consequence and only a limited amount of tonnage offers for charter.

Charterers: Grain: British steamer Yarrowdale 44,000 quarters oats, from the Atlantic range to London 7s. May.

Coal—Steamer St. Helens, 1,212 tons, from the Atlantic range to Tiburon \$6.50 prompt.

Steamer William Chatham, 916 tons, same June 10s.

Steamer Alvarado, 940 tons, same to San Diego, \$6.95, June 10.

Schooner Augustus Welt, 1,111 tons, from Norfolk to Rio Janeiro.

Schooner Marguerite, 1,475 tons, from Philadelphia to Mayports, \$1.

Lumber—Schooner Sadie C. Munner, 587 tons, from Jacksonville to Providence, Pt.

Miscellaneous—Steamer Ruby, 1,606 tons, trans-Atlantic trade one round trip, basis 17s 6d, deliveries north of Hatteras prompt.

Steamer Oceana, 4,230 tons, same six round trips, Pt. June.

Steamer Allegheny, 1,079 tons, West India fruit trade, four months, Pt. June.

Schooner Waltham, 449 tons, from New York, to Bermuda, with miscellaneous cargo, Pt.

Schooner Phineas W. Sprague, 709 tons, from Hayti to Chester with logwood, Pt.

### THREATENED TROUBLE IN FAR EAST PURELY WORK OF GERMAN AGENTS.

St. John, N.B., May 7.—Akira Pamauchi, Counselor of the Department of Agriculture of Japan, who arrived here yesterday on a tour of Canada in the interests of trade expansion, says he is "firmly convinced that Japan will not enter upon another war without a very good reason indeed. Our Premier, Count Okuma, has always adopted a friendly attitude towards China and the financial situation at home does not warrant a war unless, as in our case of the last 20 years, it is forced upon us."

He said it was well known that German agents had been active in China fomenting trouble with Japan in the hope of disturbing conditions in the Pacific and involving the United States but the Japanese Government was proceeding carefully and would take no decisive step without consultation with the Allies. He did not anticipate any trouble with the United States. "The threatened war," he said, "is purely the work of German agents."

### ASK MORE INDULGENCE FOR POWER-DRIVEN FISHING BOATS.

Yarmouth, N.S., May 7.—The Board of Trade last night passed a resolution asking that the restrictions now placed against American power-driven fishing vessels under the modus vivendi, be removed and that they be allowed the same privileges as the sailing vessels; in other words, that the orders in council which now apply solely to American vessels fishing in British Columbia waters shall also apply to these waters. As it is now the sailing vessel is allowed to buy supplies here after taking out a license but a power-driven vessel, although catching her fish off here and running into port for shelter, cannot buy supplies, as she is not eligible to a license. It is expected that concerted action by all the boards will be taken.

### RAIL REVENUES FOR MARCH FALL BELOW PREVIOUS YEAR.

Washington, D.C., May 7.—Reports of the railroads of the United States on their operating expenses as filed with the interstate commerce commission yesterday indicate a loss of \$8 in the net revenue per mile for March compared with March, 1914.

The eastern carriers, however, showed a material increase in their revenues, while the southern and western railroads reported losses.

For the nine months period ending with March the revenues show a decrease of \$125 per mile for the entire United States, although the revenues for the eastern carriers show an increase.

### ELECTED TO SMELTING BOARD.

New York, May 7.—Charles Earl has been elected a directors and member of the executive committee of the American Smelting and Refining Company, to succeed the late Barton Sewell.

### BUTTERICK CO. DIVIDEND.

New York, May 7.—The board of directors of the Butterick Company has declared a dividend of three-quarters of 1 per cent. on its capital stock outstanding, payable on January 1 to stockholders of record on May 17.

### CUBA RAILROAD ORDERS ENGINES.

Sir William Van Horne's line—to the promotion and organization of which he has devoted so much of his energy in recent years—has ordered fifteen engines from the American Locomotive Company, making a total of thirty requisitioned from the same source.

### RAILROAD NOTES

The Standard Tube and Fence Co., of Woodstock, Ont., has received an order from the C. P. R. for hundreds of miles of fencing.

Farmers have been invited to till land along the right of way of the Illinois Central's tracks and it is expected that thousands of acres will be cultivated this year.

William F. Labonta, former purchasing agent for the Chesapeake & Ohio Railway, killed himself in his office in Richmond, Va. He had been in poor health.

The B. S. Electric Railway Company propose to build industrial tracks on Front St., New Westminster, B.C., to provide facilities for lessees of the improved waterfront area.

Active steps for procuring of consents of note holders of Missouri Pacific Railway to the proposed extension of the \$25,000,000 notes due June 1, will be begun at the close of this week.

Underwriting of Wabash Railroad Co.'s reorganization plan calling for the raising of \$27,720,000 new money has been fully subscribed for by a syndicate formed by Kuhn, Loeb & Co.

An increase of wages to men on the Hudson Bay railway is announced. The engagement get an increase of from thirty-two to forty-five cents an hour, and trainmen from twenty-eight to forty-two cents an hour, effective from May 1st.

London cable says that Buenos Ayres Western Railway will shortly issue £1,000,000 ten-year 5 per cent. notes. Proposed Argentine loan may be abandoned in favor of a note issue in order to repay notes maturing in London.

Mr. E. W. A. Ellis, a clerk in the office of the president of the Grand Trunk, has been presented by his fellow employes with a wrist watch, a purse of money, a money belt, and a safety razor, on the occasion of his leaving to join the 24th Battalion.

If the investigation to be made by the Interstate Commerce Commission of the passage through the Panama Canal of the steamship Great Northern should prove that it is a railroad owned property its owners will be liable to a maximum penalty of \$5,000 for each day of the infringement of the law.

St. Paul's big plan for a union passenger terminal to cost \$15,000,000 is said to be dead, at least for the present, or so badly set back, that it will be years before there is any extension of preliminary work done, the cause being the killing of the rate advance bills by the Minnesota legislature.

The American Locomotive Company has taken an order for fifteen engines from the Cuba Railroad. This makes a total of thirty ordered from the American company by the Cuba Railroad. The Locomotive Company has also taken an order for about \$50,000 of small locomotive parts for the Serbian Government.

Proceeds of Chicago, Rock Island & Pacific 41,494,000 receivers' certificates recently authorized by the court and now sold to the Central Trust Co., were used to pay off the Choctaw, Oklahoma & Gulf bonds. Receivers Mudge and Dickinson are expected to visit New York shortly to discuss matters with eastern security holders.

Henry W. Miller, heretofore assistant to President Harrison of the Southern Railway, has been promoted and elected vice-president, resident at Atlanta, Georgia. The office of first vice-president has been abolished as a mark of respect to the late Col. A. B. Andrews, the only incumbent since the organization of the company.

The Burlington, St. Paul and Missouri Pacific-Iron Mountain are to be the subject of an investigation by the Missouri utilities commission owing to charges by the Producers, Shippers and Consumers Protective League of that State and the carriers have squandered money in street and tie contracts with relatives of their officials. This is the sequel of a request for permission to advance rates made to the commission.

The Canadian Northern Pacific Railway will in the immediate future start ballasting on the section of their road between Kamloops and Alberta Summit, B.C. Some two hundred extra men will be required for this work. The track is already laid on this section. The filling work on False Creek is progressing at the rate of about 5,000 cubic yards a day. It is expected within two months' time. There are 64 acres in the tract and filling operations have been progressing at the rate of about 100,000 cubic yards per month.

Official denial has been given by the Pennsylvania present Broad street passenger terminal and at an and Market streets and the Parkway. Incident to this are improvements which began May 1, has been filed by James Pollitz, a stockholder. J. P. Morgan & Co., Mr. Pollitz alleges, are to receive 1 1/2 per cent. on all bonds issued, and the underwriting syndicate is to receive 2 1/2 per cent., whether the bonds are taken by the syndicate or by other individuals or corporations, with the exception that director-members are to return to the New York Central any commissions received by them as syndicate subscribers.

A suit to restrain New York Central from proceeding with its issue of \$100,000,000 6 per cent. 20-year debenture bonds, which began May 1, has been filed by James Pollitz, a stockholder. J. P. Morgan & Co., Mr. Pollitz alleges, are to receive 1 1/2 per cent. on all bonds issued, and the underwriting syndicate is to receive 2 1/2 per cent., whether the bonds are taken by the syndicate or by other individuals or corporations, with the exception that director-members are to return to the New York Central any commissions received by them as syndicate subscribers.

The fifth annual report of the Canadian Pacific Railway Centre of the St. John Ambulance Association, has just been issued and shows a considerable increase in the number of classes organized and in the number of men holding certificates. Moreover, there is a large increase in the number of employes who have taken further instruction and passed higher examinations, thereby increasing their value as first-aiders. It is of interest to note that the wives and daughters of the company's employes are taking a keen interest in the movement, 116 having passed the examination during the year.

### OCEAN NAVIGATION IS NOW IN FULL SWING

Bradstreet's Montreal Weekly Trade Report says: The outlook in the surrounding country districts all point to good crops, and has caused a very optimistic feeling amongst the country merchants, which has also been felt by our wholesale trade, who report an improvement all round.

Very favorable advices are coming in from our northwest provinces, where farmers have been extending their average, considerably, and they are in a very cheerful mood, as everything at present points to a good crop this fall.

Business in our Northwest Provinces has been exceedingly bad for some time on account of the European War, and the scarcity of money, and local houses would not extend credits, but, with a good crop this fall, it will put this part of our country on its feet again.

Ocean navigation is now in full swing, but several of the largest steamers which have arrived have been taken over by the Government for military purposes, and nearly all the passenger traffic has had to be cancelled, to the disappointment of quite a large number of people who had booked their passage over to England.

The inward cargo of one of our large steamers from England was composed mostly of whiskey. Price lists on a good many articles that are usually imported into this city from European countries have been cancelled owing to war conditions.

The wholesale paint and oil trade report business very active.

Boot and shoe manufacturers are rather quiet. Hides are firm, but market quiet.

The potato market is weaker, prices declining per bag.

Canadian beans are firmer on account of light supplies.

The retail trade has been fair.

Remittances and city collections show a slight improvement.

### FEWER IDLE CARS IN APRIL.

New York, May 7.—Figures were given out by the Pennsylvania Railroad yesterday showing that a large decrease occurred during the month of April in the company's idle freight cars. On April 1 the company had 78,645 idle freight cars. On April 30 there were only 62,438, showing a decrease of 14,807.

In the lines east of Pittsburgh the decrease in idle cars amounted to 8,217. On the Western lines the decrease was only 6,590.

At the close of April the Eastern lines had 27,327 idle cars, and those west of Pittsburgh 36,111. Officials of the company pointed out that the best gain was made by the Eastern roads.

### BRAZILIAN FOR FOUR MONTHS.

Earnings of the Brazilian Traction Company for the last four months, in milreis, are:—

	Gross.	Net.
December, 1914	6,010,490	3,317,350
January, 1915	5,996,190	3,414,120
February, 1915	5,797,500	3,248,140
March, 1915	6,294,910	3,588,570

### MR. CHARLTON TAKES A TRIP.

Mr. H. R. Charlton, general advertising agent of the Grand Trunk Railway, has gone up to Ottawa and Algonquin Park.

England will prohibit exportation of coal and oil except to British possessions and government's allies after May 15.

### RAILROADS.

### CANADIAN PACIFIC

From WINDSOR ST. STATION Daily For N. TORONTO (Yonge St.) 10.50 p.m.

TORONTO - } 8.45 a.m.  
DETROIT - }  
CHICAGO - } 10.00 p.m.

Observation-Parlor-Dining Cars on day trains. Observation-Compartment and Standard Sleeping Cars on night trains.

### TICKET OFFICES:

141-143 St. James Street. Phone Main 3155.  
Windsor Hotel, Place Viger and Windsor St. Stations

### GRAND TRUNK RAILWAY

DOUBLE TRACK ALL THE WAY TORONTO - DETROIT - CHICAGO INTERNATIONAL LIMITED.

Canada's train of superior service.

Leaves Montreal ..... 9.00 a.m. daily  
Arrives Toronto ..... 4.30 p.m. daily  
Arrives Detroit ..... 1.45 p.m. daily  
Arrives Chicago ..... 8.00 a.m. daily  
Pullman Sleeping and Observation Cars and Parlor and Dining Cars.

Leaves Montreal ..... 11.00 p.m. daily  
Arrives Toronto ..... 7.30 a.m. daily  
Arrives Detroit ..... 4.45 p.m. daily  
Arrives Chicago ..... 9.10 p.m. daily  
Pullman Sleeping and Dining Cars.

Reduced Fares for SUMMER TOURIST TRAVEL and WEEK-END Reduced Rates are now in effect.

CITY TICKET OFFICES: 122 St. James St., Cor. St. Francois-Xavier—Phone Main 6995.  
Windsor Hotel " Uptown 1181  
Bonaventure Station " Main 8229

### STEAMSHIPS.

### ALLAN LINE

SAILINGS MONTREAL AND QUEBEC TO Liverpool -- Glasgow -- Havre and London

For further particulars, rates, etc. apply to local agents or

THE ALLAN LINE

675 St. Catherine St. West; H. & A. Allan, 4 Youville Street, Montreal.

### BAG FULL OF ALCOHOL IN MIDST OF BU

Witness at Inquiry into Scott Bro... to Explain Presence of Spirit—\$30,000 Insured for \$3

A rubber hot water-bag filled with found by firemen in a burning at... mately under investigation by... Latulippe. This aid to confagrat... yesterday afternoon's inquiry into... occurred at the store of Scott Bro... St. Catherine street on April 25.

The bag was found by the firemen... a pile of blazing raincoats, and altho... partly melted, was an exhibit at th... case.

Mr. Walter James Scott, of 5 Lo... the principal witness. He said he v... of the business, his deceased brothe... charge of the books, and the detai... other than the direction of the stor... yday night preceding the fire with... store about 11 o'clock, and had not e... gone again until after the fire. "In f... could not have done so had I wishe... my bunch of keys in the cash register... the day's takings, and had to ring t... silence that night."

Mr. Scott admitted that he had h... the principal witness. He said he v... how this bag could have been there... had not known of such article bein... and had never heard of wood alcohol... the premises. Shown the bag, Mr. Sc... not recognize it, and could not ima... could have come from. Asked if h... late any theory which would explain... that he had puzzled over and over... he had asked himself, the firm had s... fire, which destroyed the former b... Bank of Toronto, but that fire had n... their premises.

Commissioner Latulippe suggested... the fire might have been set by an e... if Mr. Scott could think of anyone w... wished to injure him. The witness r... could neither recall that he had a seri... could he conceive that, if he had one... would take such an extreme measure... the store. The value of the stock at... fire was about \$29,000, and the insu... was \$22,000. The damage to the sto... considerable, but he was unable to sa... much it represented. The firm owed s... had a large surplus.

David Cozianis, a clerk who had l... in the employ of Scott Brothers a... fire, could not think of any reason... Wood alcohol had never been used... thought the concern which had the con... the windows might have used it for... although he did not imagine that it v... ried in a hot-water bag.

Max Usher, a tailor, and Harry H... clothier in the same building, were a... could identify the bag, but each sai... for the first time when it was sprea... Neither could form any theory as t... cause of the fire.

The inquiry was adjourned.

### BURGLARY UNDERWITERS

New York, May 7.—At the Burglary I... derwriters' Association annual meetin... the National Surety Company was withd... new members were elected, these being... Indemnity Company, of Hartford, and... Guarantee & Casualty Company, of Sal... There are now twenty-six companies me... association.

The annual election resulted in the sel... following officers: President, Mr. Will... United States manager of the Oee... & Guarantee Corporation; first vice-pr... R. W. Myers, secretary of the Actna Ac... Indemnity Company; second vice-preside... Randall, of the Great Eastern Casualty... treasury department of the Globe Indemnity... secretary, Mr. Samuel E. Brewster.

### MONTH'S BUILDING PERMITS. SHOW DECREASE OF

According to statistics just completed b... Building Inspection Department, 312 p... buildings having a total value of \$973,891... last month. This is a decrease of \$1,232,0... ed with April, 1914, when there were 527,0... bud at \$2,295,370.

From January 1 to April 30, 1915, th... issued 566 permits, aggregating in value... For the same period