An Opportunity for Inte

to Reinforce This Sp

Regiment

NEW HAVEN'S PROFITS

New York, July 15.—The Wall Street Journal says as pointed out last week, profit results for the New don yesterday. Haven from the twelvemonth ended June 30 will be The trolleys considerably leaner than anticipated. earn enough to justify the 3% per cent. dividend here- 20 steerage passengers. Those of the Rhode Island Co. failed to cover charges, by reason of returning over \$200,-000 less revenue than in 1913-14. The Berkshire Karamea was reported at Cape Ray at 12.30 p.m. Street Railway increased its proverbial "comfortable yesterday. ommodious deficit" by paying the interest charges on some \$2,500,000 spent for its new line to connect with the Springfield Street Railway. This will have 100 submarines in service. 70 are now in extension has been allowed to lie completed and idle commission and last Congress authorized 26 addifor more than a year, because of a belief that oper- tional. ating it would only add expense.

A discouraging phase of the New Haven's situation relates to the outlook for sale of its trolley and other subsidiary investments. With the diminished value Baron Holberg is at Picton, and the Artemis and of the street railway nickel and the generally hard Reiss are at Louisburg. treatment accorded by Congress and legislatures to capital such as is in the New Havens' investments. large losses in disposing of these investments.

There is no present prospect of the New Haven's being able to get a fair price for any of these companies for many months. Although inquiries and negotiations for a change in ownership of the properties Italian fleet destroyed three German submarines, but have been numerous and fairly frequent, there have Germany has sent nine of newest and largest subdate been "only nibbles and not bites." The pro- marine craft to Pola, Austrian naval base perties in question are carried on the New Haven books at a cost price of \$133,000,000.

The business of New England, especially from war on St. George's lodge, about 21/2 miles from the port orders in manufacturing districts, gave hope during of St. John's, Nfld., and is one of the largest seen in the last six months of returning prosperity for trans- that vicinity for a long time. It is estimated to be portation interests. But the danger now becoming 200 feet high above the surface of the sea, and is in more apparent is that the lessened values in New the track of shipping. Haven's trolleys and other subsidiaries may more than offset general manufacturing prosperity. For if The New Zealand Shipping Company steamer Karathe New Haven is forced to sell, as pressed people mea for Montreal was signalled off Cape Ray yesimpairment of New Haven capital as will postpone general cargo at Montreal for Australian and New dividends from any returning prosperity rather in- Zealand ports definitely unless legislation can be secured or capital of impaired capital.

TORONTO RAILWAY CO. TRYING OUT NEW STYLE OF OPEN CAR

Toronto, Ont., July 16 .- The Toronto Railway Company is to try out a new type of summer car. is being done in compliance with the order of the Ontario Railway Board to place 50 news cars, which are to be approved by the Board, the Toronto Railway Company and the City Engineer. The last-men other engineers, made a tour through a number of American cities to find out the best type of car that would prove most serviceable.

The new sample car which is being fitted up is the design submitted by the engineer of the Board and does away with the running board. If it proves, ready to be fitted up in the same way.

The new car is fitted with longitudinal seat or the devil strip side and cross seats on the open side, to protect the public. Passengers will enter at the rear platform and leave by the front door as in the

On the devil strip side the car will have the usual windows, which can be raised and lowered, and on the open side curtains can be lowered in inclement weather.

The car seats 42 passengers comfortably

STEEL MARKET ACTIVE.

Foreign demand for various steel products and demand for steel for war munitions to be made in the. The French Line steamship Rochambeau arrived country is active. Further large inquiries are making from Bordeaux yesterday at New York with 294 pas ing their appearance

has just been started and by the close of the year and drawings by some of the noted artists of France, will be several dollars a ton above present level.

RAIN DAMAGES CROP

Minneapolis, July 16. - Rains last night all over rains are not unfavorable

Spring wheat reports are good except from Red ance hospitals near Paris. River Valley and Southern Minnesota, where fields are again water soaked.

Corn reports from Southern Minnesota and South

ELECTROLYTIC COPPER AT 1934.

New York, July 16.- A large copper agency quoting ielectrolytic copper from 19% to 20 cents.



Take the Water Way

Spend your vacation on the cool waters of the St. Lawrence.

Montreal-Quebec Line Daily service at 7.00 P.M. Montreal-1000 Islands Toronto Line

rs sail from Victoria Pier daily in-

Saguenay Line

Steamers leave Quebec Dally except Sun-y at 8.00 A.M.

Saguenay Express Service S.S. "Saguenay" leaves Montreal Tuesdays nd Fridays at 7.15 P.M.

North Shore-P. E. I.-Pictou Service

S. S. "Cascapedia" sails from Montreal very second Thursday.

Full particulars regarding the many in-teresting voyages on Lake Ontario and the St. Lawrence River may be obtained from your local ticket agent or by addFessing.

Canada Steamship Lines Limited

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

The Cunard Line announces that the Ikala from Montreal with a heavy general cargo reached Lon

The Donladson liner Athenia is expected to arriv of the Connecticut Co. did not during the past year here next Tuesday or Wednesday with 344 cabin and

> The New Zealand Shipping Company's steamship It is expected that within two years United States

The following steamers have arrived at Chatham

Husavik, Dausburg, Johnasses and Auskrums. The

The Allan liner Corsican from Liverpool to Mont it is now feared the New Haven may have to take real passed Father Point at noon yesterday, and is expected to reach Quebec this morning and Montreal

special says that during first month of war

It is reported that an enormous iceberg is aground

usually are, at the bottom price, there may be such terday at 12.30 p.m. The Karemea will load a

readjustment had under revaluation so that returning. Other transatlantic steamships which arrived at New York yesterday were the Stiklestad, from Havre; inal and unchanged in all trades. Ben Nevis, from Havre: Chimu. from St. Nazaire. Court, from Havre. The Ilvington Court and the 3d, July. Ben Nevis are vessels placed under special charter for the transatlantic freight services of the French Guif to Pierius, July.

> The Canadian lake steamers Paliki and Carleton will July-August. be sent to the coast as soon as then are repaired and Coal-Dutch steamer Merak, 1,877 tons, from Virfitted for transatlantic service, which they are to ginia to Rosario, 36s, July enter. The Paliki was sold by the Algoma Central steamship Line of Sault Ste. Marie, Ont., 10 F. E. lantic Range to Villa Constitucion, or Campana, 35s Hall & Co., of Montreal. She is now in drydock Port Arthur. The Carleton is in drydock 34 Buffalo.

The American Supporting Satisfactory when tried out forty-nine other cars are a catalogue of 200 pages showing some types of the The American Shipbuilding Company is sending out vessels which its yards have turned out in recent years. The booklet shows that the company has turned out more than 500 vessels, including 345 coarse but instead of the sidesteps there is a wire grilling reighters, 32 passenger steamers, 17 oil carriers, 24 tow barges, tugs, sand suckers and government boats.

Mail advices from Tacoma, Wash., state that it is the belief of shipping interests there that the Royal Mgolia and tow, 11.10 p.m. yesterday Waccamah. Mail Line will not make any attempt to re-establish its services from Europe to Puget Sound ports until after the close of the war. It is said that the transpacific sailings of the line were suspended with the departure of the steamer Glengyle from Tacoma on New York, July 16.—Steel market is active. One April 4 last. The Royal Mail Line has had a large encouraging feature is the better demand for struc- number of its vessels commandeered by the British Admiralty.

ngers and a heavy mail from France, Switzerland Manufacturers believe that the advance in prices Italy and Spain. A collection of original paintings French Artists and Writers as a token of appreciation of the relief work done by Americans in Franc since the war began, were also on board. The collection will be delivered to the State Department a the west make grain trade nervous. Aside from the Washington. Among the passengers on the steamer delay to the winter wheat harvesting the additional were twenty doctors, nurses and ambulance driver who served for six months in the American ambul

> The New York office of the White Star Compan reports that the Panama-Pacific line steamships roonland and Finland are not finding any difficulty assing through the Panama Canal, in spite of the delides which curred there. A report was started to the effect that only light-draft steamers could navigate the canal, but these boats have made two rips through it monthly since the beginning of May. There has been enough clear water on each occasion pass. Only first cabin and intermediate passen gers are carried, and it is reported that exceptionally good crowds have taken advantage of this sixteen-day cruise to the West. The first half of July, for instance, has seen a surprising number of Montreal-

In a survey of Germany's position with respect to her shipping industry, in the "Hamburger Fremden-blatt," Dr. Stein, a shipping authority, says: "England and France will make every effort to drive Germany from the markets of the world. But Germany has no need to fear such competition. After the war, she will use only her own ships and her own The much overestimated American competition will also have to be met. The Americans will scarcely succeed in seizing for themselves the shipping trade with South American although they are naking great efforts in that direction. Their mer- 8.00 p.m. yesterday Nicaragua. cantile marine is much too weak for overcoming the superiority which the German shipping companies m. City of Hamilton. have achieved, and their shipbuilding is steadily declining. The superiority of the German mercantile marine is incontestible and as things are at present it will increase, for German exporters will certainly not forget the attitude of 'neutral' America in the Beaverton, 5.25 a.m. Toller, 5.30 a.m. Hackett, Frank present war."

INTER. NICKEL AT 162.

New York, July 16 .- International Nickel common advanced 1½ points to 162, a new high record p.m. Bronson and Thrush.

SPELTER MARKET. London, July 16 .- Spetter for prompt delivery is

nuoted at £102 (22 cents) for forward delivery £30 yesterday Robert Rhodes, 6.40 p.m. Arabian, 9.30



SIR EDWARD GREY.

Secretary for Foreign Affairs, who was tendered an ovation when he returned to the House of Commons.

******* The Charter Market *********

(Exclusive Leased Wire to The Journal of Commerce.) New York, July 16 .- A limited amount of chartering was reported in the steamer market, including several boats for coal to South American ports. The general conditions of the market are unchanged, there being no improvement in the demand for tonnage in

In the sail tonnage market, there is nothing new to report in any of the various trades. Rates are nom-

Charters Grain-British steamer Southgate, 25,000 Vasilefs Constantinos, from Greece, and the Ilvington quarters, from the Atlantic Range to west Italy, 9s British steamer Adriatic, 30,000 quarters from the

> Petroleum-Norwegian (motor) bark Lota, 8,000 parrels refined, from Philadelphia to Marseilles, 10s

Greek steamer Andriana, 1,867 tons, from the At

option Rosario, 36s, early August. British steamer Verdun, 2,950 tons, from the Atlantic Range to Rio Janerio, 34s 6d, prompt.

Lumber-Schooner Dora Allison, 275 tons, from Pensacola to Sague, two trips, p.t Miscellaneous-Steamer Pacific, 3,394 tons. United States and River Plate trade, one round trip basis

12s, delivery north of Hatteras, prompt. Dutch steamer Agamemno, 1,105 tons, from Tampa to Lisbon, with phosphate, 38s, early August.

SIGNAL SERVICE

Crane Island, 32-Foggy, north east. Out 8.30 a.m. L'Islet, 40-Foggy, east.

Cape Saimon, 81-Foggy, north east. In 3.30 a.m. steam barge. Out 9.30 a.m. Montcalm. Riv. du Loup, 92-Cloudy, north east. Father Point, 157-Dense fog. calm.

sterday Kaministiquia. Little Metis, 175-Dense fog. East. Martin River, 260-Dense fog, calm. Out 1.30 a.m. try is that it is governed by politicians.

C. Magdalen, 294 Dense fog, calm. In 4.30 p.m. esterday Sygda.

Fame Point, 325-Dense fog, east. In 7.30 a.m. Kaamea, 7.00 a.m. Lake Boat. 5.00 p.m yesterday British Monark Anticosti:

Ellis Bay, 335-Clear, south Natironco and Inland

S. W. Point, 360-Cloudy, south east, Bersimis-Cloudy, east.

Point des Monts—Cloudy, north east. Cape Bace, 826—Cloudy, north east. Belle Isle, 734—Foggy, east. 20 bergs. Flat Point, 575—In 4.00 p.m. yesterday Bonaventure

Out 8.30 p.m. Rose Castle, 1.30 p.m. Stegelborg and police were informed at once, and the former com-Anglo Brezilian

Vercheres, 19-Cloudy, north east In 7.30 a.

Queen, 9.15 a.m. Stigstad Sorel, 39-Clear, light north east. In 6.45 a m

Three Rivers, 71-Clear, light north east. Point Citrouille, 88-Clear, north east

St. Jean, 94-Clear, north east. In 9.22 a.m. Aries, published our warning to the Americans of this coun

9.00 a.m. Agenoria, 8.55 a.m. Lingan Crondines, 98-Clear, north east. Out 7.00 a.m. Neepawah.

Portneuf. 108-Clear, north east. In 8.20 a.m. Me

St. Nicholas, 127-Clear, north east. In 8 05 am

Bridge, 133-Clear, north east. Quebec, 139-Clear, north east. Arrived down 7.00

a.m. Quebec. Out 6.20 a.m. Kronprins Olav. Out 6.15 a.m. Bartlett 6.20 am Empress of Fort William, 7.05 a.m., Gordon 8.00 a.m. St. Irenee

Above Montreal. Lachine, 8.-Clear, calm. Eastward 7.30 a.m. Rock-

ferry, 8.40 a.m. Fred Carney, 9.00 a.m. Memomini Cascades Point, 21-Cloudy, east. Eastward 4.50 a

Coteau Landing, 33-Clear, calm. Eastward 4.15 a

m. Windsor. Cornwall, 62-Clear, calm.

Galops Canal, 99-Cloudy, calm. Eastward 4.30 a.m. D Ewen; 7.30 a.m. Edmonton. Up 5.30 a.m Rapids Prince, 7.45 a.m. Avon, 6.15 p.m. yesterday India, 7.30 p.m. Mary P. Hall and Sophia Minch, 7.35 p.m. Keyport, 8'15 p.m. Alvina, 9.45 p.m. John Rugee, 10.30

Port Dalhousie, 298-Clear, light south. Eastward 10.40 a.m. Iroquois.

Port Colborne, 321-Cloudy, south west. Eastward 2.20 a.m. John Sharples, 3.00 a.m. Keynor, 6.00 p.m. p.m. Jessie Spalding.

RAILROAD NOTES

************ The Canadian Pacific is operating a new type of all-steel passenger cars for colonist traffic, the only ombustible parts of which are the seat cushions.

Readjustment of finances of Missouri, Kansas & Texas has been delayed because of inability to agree on nature of the chief new security to be provided

nsion of the St. Joe Valley is reported to be ns, via the Wa within eight miles of Toledo connection bash and the Toledo & Western.

Under an agreement with the railroads and Dallas

rex., J. Finley Wallace of New York is to make a study of conditions in that city and submit a plan for the elimination of grade crossings. New York Court of Appeals hold that all employed of interstate railroads and boat lines owned by rail-

roads operating within the state come under the pro-

of the workmen's compensation act. Michael J. McGrath, of Batavia, N.Y., an engine in the service of the New York Central just retired on a pension, in 53 years never lost a day through illness, and it is estimated that he ran a pusher engine

a total of 277,500 miles.

L. C. Gilman, president of the Great Northern S.S. Co., denies report that his company will buy Western Pacific Railway under foreclosure or that the north ern port of the steamship lines will be changed from

Independent Protective Committee for the Chicago & Eastern Illinois consolidated and first mortgage per cent. bonds is to be formed, under the leadership of Henry Evans, president of the Continental Insurance Company.

The new "National train arrived in Winnipeg yes terday on her first trip. The train party comprising newspapermen and G. T. P. officials were entertained on arrival at the Fort Gary Hotel by the Industrial

Capitalists in New York and other cities that contemplated the building of a sugar refining plant in Baltimore are said to have abandoned that city of account of what are known as premium rates in effect on two of the trunk lines entering Baltimore

For the transportation of the Richmond, (Va... Blues from Richmond to the Exposition at San Fran cisco and back the Chesapeake & Ohio received \$7. 900; the party having a special train of 12 cars and travelling on a party ticket. The Pullman fares alone aggregated \$4,000

Stopping and starting a train weighing 2,000 tons, unning at a speed of 25 miles an hour, according to a computation made by President F. W. Green, of the Louisiana & Arkansas, costs 61 cents, of which nearly half is chargeable to fuel account, with 10 vulged because they pertain to naval matters. At the cents for labor and 20 cents for wear and tear.

An extension of time on the franchise of the Williamette-Pacific by North Bend, Ore., has been granted for the completion of the road and its operation with through trains from the North Pacific Coast to Portland and Eugene. It is not expected that this can be accomplished earlier than next January. The date originally named was July 15:

In the opinion of Louis W. Hill, president of the Great Northern, multiplicity of railroad commissions in America is largely responsible for the difficulty of the carriers in their efforts to advance freight rates. Also, that the rule in Canada of having only one more preferable and tends to simplify matters. He goes further and says that while Canada is fortunate enough to have statesmen the trouble with this cou

FURTHER THREATS AGAINST

VESSELS MADE BY "PEARCE."

New Orleans, July 16 .- "No more letters will be written, however, until Captain Taylor's vessel and the Howth Head go "down," says "Pearce," selfstyled German bomb and dynamite expert. atest letter to the Times-Picayune. The letter was received by mail Thursday afternoon, and undoubt edly is from the same person who wrote the Sunday night missive. The most startling statement to day, however, is that the steamer Rochambeau also will be destroyed, "if our plans carry." Following receipt of the letter, secret service operators and the municated the news to Washington. The fact tha the ships which "Pearce" mentioned in his initial Longue Pointe, 5.—Clear, calm. In 4.40 a.m. Byron communication still are safe seems not to have Whitaker, 5.10 a.m. Montreal, 6.15 a.m. Preshower. 720 a.m. Saguenay, 855 a.m. Nordkap, 8.55 a.m. Ma of his latest note is to urge no further publication of news of himself for the present. Coupled with this plea are thanks for the publication of the many and Dining Cars. plea are thanks for the publication of the warnings. "Pearce" saying that his principal object in writing is to prevent American muleteers from going blindly to their destruction. In this connection he says: Cars. "Myself and associates desire to express our grateful appreciation for the promptness with which you

		~ "	TEN	10,		EARINGS.	
		τ			Bank	clearings.	Increase.
New York				f.,	11.	\$344,834,358	\$6,285,526
Baltimore						5,523,643	x 773,681
Boston						30,622,094	6,075,398
hiladelph	ia					32,914100	4,472,507
x-Decre	as	e.					

PROSPECT 25 P.G. FOR STOCK THIS YEAR

"Cramp Shipbuilding looks goods to me for the simple reason that it is selling below its intrinsi-worth. The shipbuilding industry of the United States has been in the doldrums for so many years with plenty of assets but no earnings, that the public has not grasped the significance of what the neans to our American shipyards.

eans to our american supportant its \$4,334,000 or "Cramp Shipbuilding, including its \$4,334,000 or conded and mortgage debt at par, is selling in the market for about \$8,500,000, or only 50 p.c. of what Electric Boat is selling for. Does any same man ragine that the future does not hold larger possibilities for continued profits for merchant marine companies than for some war specialty like Electric Boat?

"It is safe to estimate that Cramp Shipbuilding for ts 1915-16 fiscal year will earn between 20 p.c. and tts 1915-16 IIscal year will carl between 20 p.c. and 25 p.c. on its \$6,098,000 stock. No dividends are in sight for some time. It would be better if the com pany were not to pay dividends for five years, h infortunately stockholders can probably not be persuaded to wait that long. However, with \$1.500,000 of net profits above charges this current year the ompany can strengthen its working capital, cut down its bonded debt and be in line to finance the arge gross business which is ahead of it.

"At present every one of the departments is operat ing practically at capacity, except one and the company is reasonably booked ahead. The only reason ts yards are not filled with one or even two year of work ahead is because Cramp refuses to take busi ness except at advanced figures and is surning down hundreds of thousands of dollars of orders because puilders are not willing as yet to pay its prices.

SCHOOL OF INSTRUCTION ON TRAIN

EN ROUTE TO SAN FRANCISCO. Classes of instructions, with star producers as class eaders, will be held on the special train which will carry the Bankers' Life of Des Moines leaders, over 20 strong, to the annual school of instruction and agency convention of the Bankers at San Francisco. The spe cial will leave Chicago on Tuesday, August 10, spend half of the next day in Des Moines and arrive in San Francisco on Monday, August 16. The interest ar value of the convention will be largely enhanced b instruction classes en route and by a daily edition The San Francisco Flyer, a company publica which will be printed on the train.

EDISON TO ASSIST IN REBUILDING THE UNITED STATES NAVY.

West Orange, N.J., July 16.—After being besieged by would-be interviewers, to comment on his appoi ment as a member of Secretary Daniels' advisor poard of inventors, Thomas A. Edison, through r rivate secretary, Miller Reese Hutchison, ann that he will not talk for publication on how he pro poses to aid in rebuilding the navy.

Mr. Hutchinson said the inventor believes the step contemplated by the organization should not be disame time the wizard's secretary states that Mr. Edion's wife will not keep up her efforts to induce t inventor not to serve.

TIN QUOTED QUIET.

New York, July 16.—Metal Exchange quotes tin quiet 37.50 to :75. Lead offered 5% cents.

CHICAGO CLEARINGS. Chicago clearings \$50,267,984; decrease \$3,761,885.

RAILROADS.

CANADIAN PACIFIC Reduced Fares. Alternate Ro
NORTH PACIFIC COAST POINTS.

Vancouver, Victoria, Seattle, Portland, etc. CALGARY, EDMONTON, BANFF, ETC., Train Service: 10.30 a.m., 10.15 p.m., Via Canadian Rockies. 8.45 p.m., Via St. Paul.

8.45 a.m., 10.00 p.m., 10.50 p.m., Via the Great All trains with up-to-date equipment.

Particulars and descriptive matter on application. TICKET OFFICES:

141-143 St. James Street. Phone Main 812.
Windsor Hotel, Place Viger & Windsor St. Stations Phone Main 8125.

GRAND TRUNK SYSTEM

THE DOUBLE TRACK ROUTE DRONTO - DETROIT - CHICA INTERNATIONAL LIMITED.

CHICAGO LIMITED.

Leave Montreal, 11.00 p.m. daily. Pullman Sleeping and Club Compartment Cars and Parlor and Dining

GREAT LAKES SERVICE

Lake and Rail Route to Western Canada.
Leave Montreal 11.00 p.m. Sundays. Tuesdays and
Fridays. Arrive Toronto 7.30 a.m.
Leave Toronto at 11.15 a.m. Mondays, Wednesdays
and Saturdays to ship's side.
Leave Sarnia Wharf, via Northern Navigation Company, 4.45 p.m. Mondays, Wednesdays and Saturdays
to Fort William, thence Can. Govt. Rys. and G.T.F.
to points in Western Canada. try. I hope that Americans will heed the warnings, and will sail under their own flag hereafter."

122 St. James St., Cor. St. Francole Xavier—Phone Main 6901 " Uptown 1187 Windsor Hotel

CANADIAN NORTHERN

NEW NIGHT TRAINS

Montreal-Quebec-Valcartier-Hotel Lake St. Joseph

THE ONLY THROUGH SERVICE.
Standard Sleeping Care. CONVENIENT DAY SERVICE

Buffet Parlor Cars.

READ DOWN.

19.30 a.m.

11.30 p.m.

Lv.

MONTREAL

Ar.

6.30 a.m.

41.20 p.m.

6.30 a.m.

49.30 p.m.

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CRAMP SHIPBUILDING CO. HAS IN

UNIVERSITY CO nadian Universities Raising Comp

Similar Training and Tests-Fire England, the Second Sailed Re the Third Now Recruiting go and play their part in the Gre illing to go as officers, but from w

ulitary training, or from other rea

to obtain commissions. There are

would prefer to join the ranks simp realize the enormous responsibility of life which results from the bad mproperly trained officer Some of these men hesitate to g merely because they are uncertain

congenial companionship of men of and tastes. there is an organization in suited to the requirements of such r tence should be brought clearly to

every young man in Canada. The Universities of Canada are wo gether to raise company after compa them overseas to reinforce as units giment, the Princess Patricias Cana

Universities of Canada, the friends of

npanies are composed of

nadly speaking, from men of that University men, for there are bank architects, engineers, ranchers and ot been found that such men pull well t joy military life to the full. If the e a force was known throughout readth of Canada, there would be ecruiting a full company within a v The First University Company, und of an excellent leader, Captain Grego heen for some time in England. An e thority has declared this to be the which has ever sailed from Canada. The Second University Company w men of a splendid type, and was em

at Montreal. The Third Universities Company the plural is deliberate) is recruiting pidity and there is every hope that i

There is certainly no difficulty in ers, but it is harder to find picked geant-Major, Company Quartermaster toon Sergeants and Section Leaders, o ests the success of the Company needs chiefly a training school for n

The general principle is followed missions to well qualified men from from the district which furnishes The West has certainly been a round for the Universities Companie have proved themselves good soldiers ed and efficient, with fine physique. the Maritime Provinces will rival the nishing recruits. Indeed, in the Se

men, doubtless Canadians, came to j homa, Arizona and Missouri. A recruit can be examined medical in his own district, and transportation

vided to Montreal. All information can be obtained from Eve. 382 Sherbrooke Street West. quarters of the successive compa The newspapers and publicity ag pluntary aid freely given, have sho to be the most efficient means of furn but we ask every reader to help the mpany they are looking for, and th

find the men required.

Means More you hav

We have facilities e the production of hi and special followsatisfaction.

Our Prices --- As Lo

25-45 ST. ALEX