

BLACK DIAMOND

FILE WORKS

Established 1863

Incorporated 1897

Highest Awards at Twelve International Expositions. Special Prize, Gold Medal, Atlanta, 1895

G. & H. Barnett Co.

PHILADELPHIA, Pa.

Owned and Operated by
NICHOLSON FILE COMPANY**DIVIDEND NOTICES****The Bank of Nova Scotia**

DIVIDEND NO. 186.

Notice is hereby given that a Dividend at the rate of Fourteen per cent. per annum on the paid-up Capital Stock of this Bank has been declared for the quarter ending June 30th, and that the same will be payable on and after Monday, the 3rd day of July next, at any of the offices of the Bank. The Stock Transfer Book will be closed from the 16th to the 30th proximo, inclusive.

By order of the Board,

H. A. RICHARDSON,
General Manager

Halifax, N.S., May 19th, 1916.

The Montreal City & District Savings Bank

Notice is hereby given that a Dividend of Two Dollars per Share on the Capital Stock of this Institution has been declared, and will be payable at its Head Office, in this City, on and after Monday, the 3rd of July next, to Shareholders of record at the close of business on the 15th day of June next.

By order of the Board.

A. P. LESPERANCE,
Manager.

Montreal, May 29th, 1916.



SEALED TENDERS addressed to the undersigned, and endorsed "Tender for Supplying Coal for the Dominion Buildings," will be received at this office until 4.00 P.M. on Wednesday, June 28, 1916, for the supply of coal for the Public Buildings throughout the Dominion.

Combined specification and form of tender can be obtained at this Department and on application to the caretakers of the different Buildings.

Persons tendering are notified that tenders will not be considered unless made on the printed forms supplied, and signed with their actual signatures.

Each tender must be accompanied by an accepted cheque on a chartered bank, payable to the order of Public Works, equal to ten per cent (10 p.c.), of the amount of the tender, which will be forfeited if the person tendering decline to enter into a contract when called upon to do so or fail to complete the contract. If the tender be not accepted the cheque will be returned.

By order,

R. C. DESROCHERS,
Secretary.Department of Public Works,
Ottawa, June 7, 1916.

Newspapers will not be paid for this advertisement if they insert it without authority from the Department.

INVENTORY OF BRITISH FOODSTUFFS.

The British Government is taking an inventory of all foodstuffs in the United Kingdom. Farmers are receiving a request for a report to the board of agriculture on their stocks of wheat, corn and barley, the extent of their growing crops, and amount of their live stock. No farmer is to be permitted to sell hay, or straw, except at army rates, which are considerably lower than private dealers are offering.

PROFESSIONAL

THE REV. M. O. SMITH, M.A., WILL ADVISE with fathers concerning the instruction and education of their sons. No. 544 Sherbrooke St. West. Or telephone Main 3071, and ask for Mr. Kay.

HOWARD S. ROSS, K.C.

EUGENE R. ANGERS

ROSS & ANGERS

BARRISTERS and SOLICITORS

Coristine Building, 20 St. Nicholas St., Montreal

"THE CANADIAN CONSTRUCTION COMPANY, LIMITED."

Public notice is hereby given that, under the Quebec Companies' Act, letters patent have been issued by the Lieutenant-Governor of the Province of Quebec, bearing date the 6th May, 1916, incorporating MM. J. Antonio Beaudry, publisher; J. Ernest Valin, accountant; Edmond T. Sayers, advertising agent; Uldege Beaudry, solicitor; G. E. Coulard, accountant, all of the city of Montreal, for the following purposes:

To purchase, own, hold, obtain, print, design, receive, exploit, develop, sell, convey and lease lots of land, quarries, water powers, water works, transmission lines, aerial conveyers, railway silings, works, or plants of all kinds, machinery, rolling stock, patents, trade marks, publications, newspapers, reviews, copyrights of all kinds, the whole upon the property of the company, or upon any property whereon it may have obtained the permission from the proprietors to do so; to deal in materials and goods of all kinds, moveable and immovable properties, hypothecate, exchange, build upon and improve the same, and especially to carry on any business incidental to that object;

To carry on any business which may appear to the company capable of being conveniently carried on in connection with the above, and calculated directly or indirectly to enhance the value of, or render profitable the company's property or rights;

To acquire or take over the whole or part of the business property and liabilities of any person or company, carrying on any business which the company is authorized to carry on or possessed of property suitable for the purpose of the company and to pay for the same in paid up shares of the capital stock of the company

To take or otherwise acquire and to hold and sell or dispose of shares in any other company having objects in whole or in part similar to those of this company, or doing any business capable of being directly or indirectly carried on for the benefit of this company;

To sell, lease, or otherwise dispose of the property, rights, franchises and undertakings of the company or any part thereof for such consideration as the company may deem fit, and in particular for shares, debentures, bonds or other securities of any other company having objects in whole or in part similar to those of this company;

To consolidate or amalgamate with any other company having objects wholly or partly similar to those of this company and to enter into any agreement for the sharing of profits, union of interests, co-operation, joint adventures, reciprocal concession or otherwise with any person, firm or company carrying on or engaged in or about to carry on or engage in any business transaction capable of being directly or indirectly carried on for the benefit of this company, and to take or otherwise, acquire shares or securities of any such company, and to pledge, sell, issue or re-issue with or without guarantee as to principal and interests or otherwise deal with the same;

To purchase, lease or otherwise acquire, hold or own the whole or any of the property, franchises, good-will rights and privileges held or owned by any person or firm or by any company or companies carrying on or formed for the carrying on of any business similar to that which this company is authorized to carry on, and to pay for the same wholly or partly in cash, or wholly or partly in paid up shares of the company, or otherwise and to take over the liabilities of any such person, firm or company;

To draw, make, accept, endorse, discount and execute bills payable or receivable, checks, bills of exchange, warrants and other negotiable and transferable instruments;

To make advance of money to the customers and others having dealings with the company and to guarantee the performances of contracts by any persons;

To remunerate in cash, stocks, bonds or in any other manner any person or persons, corporations for service rendered or to be rendered in placing or assisting to place or guaranteeing the placing of any shares of the capital stock of the company, or of any debentures or other securities of the company, or in or about the formation or promotion of the company or the conduct of its business;

To do all or any of the foregoing acts as principals, agents or attorneys, under the name of The Canadian Construction Company Limited, with a capital stock of ninety thousand dollars (\$90,000.00), divided into nine hundred (900) shares of one hundred dollars (\$100.00) each.

The principal place of business of the corporation, to be in the city of Montreal, in the Province of Quebec.

Dated from the office of the Provincial Secretary, this sixth day of May, 1916.

4 ins.

C. J. SIMARD,
Assistant Provincial Secretary.**NEW ROUTE TO THE WEST.**

A New and Vast Portion of Canada in the Making is to be Seen While Travelling in Modern Railway Comfort—The "Western National," The "National Atlantic"—Canadian Government Railways' Express Trains—Quebec and Winnipeg.

A new chapter in the railway history of Canada, and in fact, of North America, will be written with the inauguration of the new express service between Quebec and Winnipeg by the Canadian Government Railways. More fitting names could hardly have been selected for the two expresses—the "Western National" and the "National Atlantic." The mere mention of such a service in normal times would have attracted national attention — for the opening of a direct railway route with a through sleeping car service, a route independent of junction or terminal changes, under Government ownership and management, and making a new link between the Atlantic and the Pacific, is surely of national import.

Commencing June 13th, the "Western National" will leave Quebec at 2.00 p.m. Tuesday, Thursday, and Saturday, arrive Cochrane, Ont., 4.10 p.m. Wednesday, Friday and Sunday, there connecting with the "National" for Toronto, and arrive Winnipeg 4.30 p.m. Thursday, Saturday and Monday. On the eastern trip the through sleeping car will leave Winnipeg 5.15 p.m., Sunday, Tuesday and Thursday, arrive Cochrane 6.55 p.m., Monday, Wednesday and Friday, and the National-Atlantic will leave Cochrane 7.15 p.m. Monday, Wednesday and Friday, arriving Quebec 9.10 p.m. Tuesday, Thursday and Saturday. This is forty-nine hours travel, and the quickest time between the two cities.

Observation sleeping cars will be operated, thus giving an opportunity of seeing a new portion of Canada in the making, while travelling in modern railway comfort. The "National" traveller will note the hardy pioneer has not only blazed the trail, but has commenced settlement, for here and there along this — the most northerly of the eight Transcontinental routes — are already flourishing farming areas. He will see development in the lumber and pulp industry, and the vast possibilities for extension in those directions. He will stop at La Tuque (population over 4,000), and Cochrane (population over 2,000), modern towns, with schools, churches, hospital, electric light, built on lands, which only a few years ago were in the heart of an unknown wilderness. Other towns in the making and town sites will be observed. He will cross many noble rivers, and ride in view of immense inland waters.

The opening of such a territory will naturally suggest untold possibilities for the prospector, hunter, trapper and angler—and these possibilities are so varied and extensive as to be beyond human calculation. Already there are competent guides who make it a business to conduct hunting and fishing parties to selected camps, while organized canoe trips on the network of rivers, and even to the shores of Hudson Bay, can be arranged. Evidences of the great world war will be seen in the Detention Camps at Spidit Lake and Kapuskasing, where foreign aliens are interned. The "National Traveller" will pass through the Great Clay Belt for over 400 miles, an area of 16,000,000 acres of level or undulating land destined to be the future home of thousands of settlers.

He will cross New Ontario, 330,000 square miles, fully four times the size of Old Ontario, into Manitoba, and reach Winnipeg over a section of the great wheat area of that fertile province. And all the time he will be on a railway on which no expense has been spared in making it what modern engineering science demands in an up-to-date railway.

Mention has been made that the railway from Quebec to Winnipeg is a link between the Atlantic and the Pacific. The Government Railways (The Intercolonial) from the Atlantic seaports: Halifax, Sydney and St. John, connect at Quebec from Levis by the car ferry SS. "Leonard" until such time as the Quebec Bridge is completed. At Winnipeg the Grand Trunk Pacific, using the same Union Station, permits of direct connection with its lines for the Northwest and Prince Rupert on the Pacific Coast, thus forming a new Transcontinental route from coast to coast—a route that will be the potential transportation factor in the development of Canada's new and vast areas.

The per capita fire loss in New York City for 1915 was \$1.06, the lowest in the history of the city. This compares with a per capita loss for leading cities of 42 cents in Austria, 67 cents in England, 63 cents in France, 17 cents in Germany, 37 cents in Italy, and 7 cents in the Netherlands.