

"When the subject lantic service between and Canada was reed in London, your din wise to submit to the ment on behalf of th be the best and t service under existi company offered, su arangements, and a 20-knot ste

port during the sum fax to be the Canadi winter months, for a

whiter months, for a sterling per annum of years, with a gradu the amount of the 4 two following periods ships to be most mode and to be built espec In addition to this, fied its willingness to

fied its willingness i modern freight stean capacity, each saili about twelve or thir "Up to the present have no informatio likely to be adopted

It is evident, howe may be the outcome for the fast mail growth of your exp cessity for being in the rates of our co

imperative that your uated on the Atlant through rates of frei bils of lading with to negotiate for sp independent steam end, there will be st proval a resoluti rectors to make charter or control when, in their opin ed for the protection

freight interests on It is not expected, a freight vesels, whe ceive any governme fore there will be vent your company etween such po the purposes of the "The rapid and in the volume of the cilities required to mically, caused a the ratio of wo year. Expenditu year. Expenditures rapidly as posible future requirements there will be years, trollable causes, out

some diminution sumed that the s ment of territory ise a general impli-ings during the

more satisfactory the advance made years. Indeed, in the annual repor the shareholders tion of their fina personally expr the company the threshold A lease of the Western Amalga sue of conso'id account of the litered to in the authorized A resolution w the directors to h run such steams necessary to prov trans-Atlantic tra and a by-law rela directors referred port, was approve

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Monpelier. Vt., Oct of Bennington was Wermont by the stat

VERMONT C. McCullough Ele