

The War Day by Day

1914.
 June 28—Archduke Francis Ferdinand assassinated.
 July 23—Austria sends ultimatum to Serbia.
 July 31—Russia orders general mobilization.
 August 1—Germany declares war on Russia—French Cabinet orders general mobilization.
 August 2—German forces enter Luxembourg—Germany addresses ultimatum to Belgium demanding free passage for her troops.
 August 4—England sends ultimatum to Berlin, demanding unqualified observance of Belgian neutrality—Germany rejects ultimatum—German troops begin attack of Liege—President Wilson issues proclamation of neutrality.
 August 5—England announces existence of state of war with Germany—President Wilson tenders his good offices to the warring nations.
 August 7—Germans enter Liege—French invade southern Alsace.
 August 8—Italy reaffirms neutrality.
 August 13—Austria enters Serbia—Japan sends ultimatum to Germany.
 August 17—British expeditionary force completes its landing in France—Beginning of a five days' battle in Lorraine, ending in repulse of French across frontier with heavy loss—Beginning of five days' battle between Serbians and Austrians on the Jadar, ending in Austrian rout.
 August 20—Germans enter Brussels—Belgian army retreats on Antwerp.
 August 23—Germans enter Namur and begin attack on Mons—Austria announces victory over Russians at Krasnik.
 August 24—British begin retreat from Mons—Zeppelins drop bombs into Antwerp.
 August 25—Mahaanzen evacuated by the French.
 August 27—Lorraine hunted by German-Japanese blockade—Ting-tau.
 August 28—British fleet sinks five German warships off Heligoland.
 August 29—Russians defeated in three days' battle near Tannenberg.
 September 2—German advance penetrates to Creil, about 30 miles from Paris and swings eastward—French retreat between Verdun and Rheims driven back—Seat of French Government removed to Bordeaux.
 September 3—Russians occupy Lemberg.
 September 5—Battle begins south of the Marne and east of Paris in which the German right wing is pushed back, followed by a general retreat.
 September 7—Lorraine taken by the Germans.
 September 12—German retreat halts on the Aisne.
 September 16—Belgian commission protests to President Wilson against German "atrocities."
 September 20—Germans bombard Rheims and injure the famous cathedral.
 September 22—German submarine sinks British cruisers Aboukir, Cressy, and Hogue in the North Sea—Russians capture Jambouk and invest Przemysl.
 September 26—British troops from India land at Marseilles.
 September 28—Germans begin siege of Antwerp.
 October 2—End of week's battle at Augustow in which the Germans are defeated and forced out of Russian territory.
 October 5—Belgian Government removed from Antwerp to Ostend.
 October 7—Bombardment of Antwerp begins—Japanese seize Caroline Islands.
 October 12—A Boer commando in the Cape Province mutinies.
 October 13—Belgian Government transferred from Ostend to Havre.
 October 14—Allies occupy Ypres—Battle begins on the Yser.
 October 15—Ostend occupied by the Germans.
 October 16—British cruiser Hawke sunk by German submarine.
 October 18—Belgian army effects junction with Allied left, battle on from Channel coast to Lille.
 October 20—English gunboats participate in battle at Newport on Belgian coast.
 October 24—Ten days' battle before Warsaw ends in German defeat.
 October 27—South African soldiers spread. Gen. De Wet in revolt—Russians pursue retreating Germans and re-occupy Lodz and Biala.
 October 28—Berlin admits retreat from Warsaw and Lvov.
 October 29—Turkey begins war on Russia by naval attacks on Odessa, Novorossiysk, and Theodosia in the Crimea.
 October 30—Col. Maritz, rebel leader in Cape Province, beaten and driven out of the colony.
 November 1—A squadron of five German cruisers, including the Gneisenau and Scharnhorst, defeat a British squadron off Coronel on the coast of Chile—Turks bombard Sebastopol.
 November 3—German squadron makes a raid to British coast near Yarmouth.
 November 4—German cruiser Torck strikes mine in Jade Bay and sinks—Heavy fighting around Ypres.
 November 5—England and France declare war on Turkey—Dardanelles forts bombard—Russians re-occupy Jaroslavl.
 November 6—Tain-tau surrenders to the Japanese.
 November 7—Russians reach Pleschen in Silesia and enter East Prussia.
 November 10—The Emden defeated, and forced ashore at North Keeling Island in Bay of Bental, by Australian cruiser Sydney.
 November 11—German capture Dalmade—German submarine sinks British gunboat Niger off Deal.
 November 12—Russians occupy Johnsburg in East Prussia—Russians defeated in Vlodavak.
 November 15—Russians defeated at Lipno and Kutno—Battle in Flanders attains climax with charge of the Prussian Guard against Ypres.
 November 16—The Sheliuh-Jelani at Constantinople proclaims a Holy War against the Allies—British House of Commons votes a war loan of £225,000,000.
 November 19—House of Commons votes a new army of 1,000,000 men—More than 1,100,000 men already under arms, exclusive of Territorials—Germans pierce Russian centre south of Lodz.
 November 26—British battleship Bulwark destroyed by explosion in the Medway River—Germans break through Russian circle near Lodz.
 December 1—German Reichstag votes new credit of five billion marks—King George visits the army in Flanders.
 December 2—Austrians take Belgrade by storm—Gen. De Wet captured.
 December 3—London War Office announces landing of Australians and New Zealanders in Egypt—Italian premier in Parliament finds no reasons for a change of policy—Serbians turn on Austrians in three days' battle which ends in a notable Serbian victory.
 December 6—Germans occupy Lodz.
 December 7—French attack to the north of Nancy repulsed.

December 8—The German squadron under Rear-Admiral von Spre is attacked in the South Atlantic off the Falkland Islands by a British fleet under Admiral Sturdee, and the cruisers Scharnhorst, Gneisenau, Leipzig and Nürnberg are sunk—British occupy Bussora, in Asia Minor.
 December 9—Gen. Beyers, Boer leader, killed at the Vaal River.
 December 10—The Goeben bombards Batum.
 December 13—British submarine sinks the Turkish battleship Mesoudieh in the Dardanelles.
 December 14—The Breslau bombards Sebastopol—Serbians capture late Austrian forces.
 December 15—Austrians evacuate Belgrade.
 December 16—German cruisers bombard Scarborough, Hartlepool, and Whitby on English coast.
 December 17—Berlin announces general Russian retreat in Poland—Survivors of Emden captured.
 December 18—Egypt proclaimed a British protectorate—Gen. Botha regards Boer rebellion at an end.
 December 22—French Parliament assembles; Premier Viviani declares war to the end.
 December 23—French Chamber votes war credit of eight and a half billion francs.
 December 25—British naval and aerial raid against Cuxhaven—Russians defeat Austrian army at Tschou near Tarnos—German offensive in Central Poland halted—Italian marines occupy Avtona.
 December 28—French occupy St. Georges near Newport.
 1915:
 January 1—British battleship Formidable sunk in the Channel.
 January 3-4—French capture Steinbach east of Thann.
 January 3-4—Russians win decisive victory over Turks in the Caucasus at Sarikamysch and Ardahan—Russians overrun Bukovina and enter Carpathian passes.
 January 8—French advance across Aisne north of Soissons.
 January 10—German aeroplanes bombard Dunkirk.
 January 12—Turks occupy Tabriz—Count Berchtold resigns.
 January 14—French drive back across Aisne River east of Soissons, after a week's battle—Russian advance in Bialva region.
 January 15—British victory at La Basse reported—Germans being forced back one mile. The French cut off from reinforcements by force, driven back at Soissons.
 January 16—French partly relieved losses—News of rainfall bayonet charge by Princess Patricia's Infantry reached the outside world.
 January 17—Russian official statement told of extermination of 11th Turkish army corps.
 January 19—German Zeppelin raid England killing four civilians and damaging property with bombs.
 January 20—British Government refuses to guarantee "Dacia" will not be seized but offers to buy cargo or deliver it.
 January 24—British fleet under Vice-Admiral Sir David Beatty defeated German squadron in North Sea, sinking the battle-cruiser Bluecher, and the light cruiser Kolberg.
 January 25—All stocks of wheat in Germany seized by Government.
 January 28—First fighting in Egypt near Suez Canal reported.
 January 30—German submarine U-31 sank three British steamers in the Irish Sea, and two others sunk in the English Channel.
 February 2—British again repulsed Germans at La Basse, and advanced. British fleet ordered to treat cargoes of grain and flour consigned to Germany and Austria as conditional contraband.
 February 3—British Parliament at opening of session, decided to confine itself to Government measures.
 February 4—Announcement made that finances of Britain, France and Russia for the purposes of the war will be pooled.
 Feb. 6—British liner Lusitania arrives at Liverpool flying American flag.
 Feb. 8—British Government introduces "blank cheque" budget providing for army of 3,000,000 men. Turks driven back from Suez Canal with heavy loss.
 Feb. 9—Russians begin to evacuate Bukovina before Austro-German advance.
 Feb. 10—U. S. Government sends note to Britain pointing out danger of using neutral flag and note to Germany warning against menacing lives or vessels of Americans—Canadian budget provides for tariff increases of 7 1/2 per cent, and 5 per cent preferential.
 Feb. 12—British aviators raid Ostend and surrounding districts, damaging submarine bases.
 February 13—Russian retreat in East Prussia announced.
 February 16—Announcement made that between 300,000 and 600,000 of new British army, including Canadian contingent, have landed in France. Forty Allied aeroplanes attacked German positions on Belgian coast.
 February 17—Britain's complete reply to American note on shipping question made public, Britain pointing out that the United States troubles were due to German mines, and not British navy.
 February 18—German "war zone" edict goes into effect.
 February 22—First American ship, the Evelyn, sunk by German mine.
 February 23—Allies announce that retaliatory measures will be adopted against submarine blockade. German advance turned by Russians in the eastern theatre.
 February 24—Loss of British armed merchant cruiser Clan MacNaughton with 250 men announced.
 February 25—Outer Dardanelles forts reduced by allied fleets.
 February 26—Russians defeat Germans in Pranasvitz region. Wreckage picked up near Christiansand indicates loss of German submarine U-3.
 February 28—Dacie arrested by French cruiser.
 March 1—Agreement said to have been reached between Allies, giving Russia future free passage through Dardanelles. Great Britain announces that Germany will be blockaded.
 March 4—German submarine U-8 sunk by Dover flotilla.
 March 6—Russian Black Sea fleet sails for Eophotus forts.
 March 7—Greek cabinet resigns on account of war policy.
 March 9—Three British steamers sunk by submarines.
 March 10—German submarine U-12 sunk by British in important victory near Le Bassee. German converted cruiser Prinz Eitel Friedrich arrived at Newport News.
 March 12—Admiralty announces loss of auxiliary cruiser Bayern, with 190 men.
 March 14—German cruiser Dresden sunk.
 March 17—German cruiser Karlsruhe reported sunk.



HON. J. D. HAZEN, Minister of Marine and Fisheries, who announced in Parliament that steps would be taken to raise the water level in Montreal Harbor and farther down the St. Lawrence.

PROVISIONS OF NEW SEAMEN'S ACT WHICH ARE ALREADY IN EFFECT

Washington, D.C., March 19.—Secretary of Commerce Redfield has just mailed to collectors of customs, local inspectors and other agents of the Government a copy of the new seamen's act, which was passed by Congress just before adjourning. Accompanying the circular the Secretary made a notation of those provisions of the act which have already gone into effect or which are about to go into effect. The circular called attention to the fact that section 6 of the new law, relating to forecastle accommodations, applies to vessels of the United States the keels of which are laid on and after March 4, 1915, whether such vessels be built at home or abroad. This section amends the old navigation laws to read as follows:—
 "That on all merchant vessels of the United States, the construction of which shall be begun after the passage of this act, except yachts, pilot boats or vessels of less than 100 tons register, every place appropriated to the crew of the vessel shall have a space of not less than 120 cubic feet and not less than 16 square feet, measured on the floor or deck of that place for each seaman or apprentice lodged therein, and each seaman shall have a separate berth and not more than one berth shall be placed one above another; such place of lodging shall be securely constructed, properly lighted, drained, heated and ventilated, properly protected from weather and sea and as far as practicable, properly shut off and protected from the effluvia of the cargo or bilgewater. And every such crew-place shall be kept free from goods or stores not being the personal property of the crew occupying said place in use during the voyage."
 "That in addition to the space allotment for lodgings hereinbefore provided, on all merchant vessels of the United States which in ordinary course of their trade make voyages of more than three days' duration between ports, and which carry a crew of twelve or more seamen, there shall be constructed a compartment, suitably separated from other spaces, for hospital purposes, and such compartment shall have at least one bunk for every twelve seamen constituting her crew, provided that not more than six bunks shall be required in any case.
 "Every steamboat of the United States plying up on the Mississippi River or its tributaries shall furnish an appropriate place for the crew, which shall conform to the requirements of this section, so far as they are applicable thereto, by providing sleeping room in the engine room of such steamboat, properly protected from the cold, wind, and rain by means of suitable awnings or screens on either side of the guards or sides and forward, reaching from the boiler deck to the lower or main deck, under the direction and approval of the supervising inspector-general of steam vessels, and shall be properly heated.
 "All merchant vessels of the United States, the construction of which shall be begun after the passage of this act having more than ten men on deck must have at least one light, clean, and properly ventilated washing place for every two men of the watch. The washing place shall be properly heated. A separate washing place shall be provided for the fireroom and engine room men if their number exceed ten, which shall be large enough to accommodate at least one-sixth of them at the same time, and have hot and cold water supply and a sufficient number of wash basins, sinks, and shower bath.
 "Any failure to comply with this section shall subject the owner or owners of such vessel to a penalty of not less than \$50 nor more than \$500. Provided, that forecasts shall be furnished at such intervals as may be provided by regulations to be issued by the surgeon-general of the public health service, with the approval of the Department of Commerce, and shall have at least two exits, one of which may be used in emergencies."
 Section 14 of the new law, the Secretary noted, will apply to vessels of the United States and foreign vessels on and after July 1, 1915. This is the section which stipulates what lifeboat and life raft vessels of the United States and foreign vessels using ports of the United States shall carry.
 The remaining sections of the law, the circular noted, will apply to vessels of the United States on and after November 4, 1915. Section 1, requiring that one-half a seaman's wage shall be paid on reaching each port; section 11, stipulating that no part of a seaman's wage may be assigned, and section 13, stipulating the quality of the crew to be carried, will apply to foreign vessels when the conflicting treaties with foreign countries have been properly abrogated.

EXCURSIONS TO BOSTON.

The C. P. R. is turning an excursion to Boston on Saturday, the tickets being good for twelve days. The attractions of this famous city, in which are depicted some of the famous scenes of American history, is a pleasure for those who have some days to spare, during the first holiday after the winter's over. The attractions of Boston at Easter are numerous and the weather at that season of the year is pleasant.
 Sir William Mackenzie, president of the Canadian Northern Railway, who has just completed a trip of inspection of the western lines of the company, states that the through freight service from Winnipeg to Toronto will be inaugurated on May 1st, when the first train of freight cars will make the trip. The first passenger train will be run on June 1st.

RAILROAD NOTES

The Santa Fe is now operating no less than 11 limited trains between Chicago and California, in order to properly handle exposition travel to the Pacific Coast.
 Two indictments have been returned by a Federal grand jury at Louisville against the Jefferson Wood Working Co. which allege that this concern has made a practice of unloading its shipments although warned repeatedly. Eleven counts are enumerated, the penalty in each being a fine of \$5,000.
 E. B. Thomas, president of the Lehigh Valley, says continued prosperity of the country depends almost entirely upon what is done at Washington. Lehigh Valley is withholding expenditure of \$10,000,000 on terminals, elimination of wooden cars and other improvements owing to present uncertainty.
 The Sioux City (Iowa) Commercial Club and the Sioux City Board of Trade have complained to the Interstate Commerce Commission that rates over the Chicago, Burlington & Quincy and other railroads on corn and corn products from Sioux City to points in Kansas, Missouri, and Oklahoma were unjust and discriminatory.

SHIPPING NOTES

Many large vessels of various lines are tied up at Seattle as a result of a boycott by union longshoremen against the Royal Mail Line.
 Bound from New York for Bremen with cotton, the American schooner Pass of Baltimore ran aground on the coast of Germany.
 The Maracas, as well as her cargo, has been seized before a prize court, the Admiralty suspecting that there are irregularities in her papers.
 The British steamer Hyndford was torpedoed yesterday in the English Channel by a German submarine. It is reported that one member of her crew was killed.
 The French Foreign Office has decided, according to reports, to buy the cotton aboard the Dacia. This cargo is valued at \$70,000. The disposition of the ship must be left to a prize court.
 The British steamer Bluejacket, with wheat from Liverpool, has been torpedoed by a German submarine off Bechy Head. The crew took to the boats. The steamer, although badly damaged, remained afloat.
 The steamer George Warren, which is bringing a cargo of 2,000 tons of German dyestuffs from Rotterdam, is expected in port March 21. The vessel is present at Hamilton, Bermuda, replenishing her coal bunkers. The vessel's consignees are Barber & Co.

Plans are under way for the establishment of a new steamship line to operate between New York, New Orleans and Galveston, by the Atchafalaya, Topoka and Santa Fe Railroad, according to reports in transit circles. This prospective line will strike competition with the established lines operated between those ports by the Southern Pacific.
 Reports from shipping points in New England state that the work of plying schooners in service for the summer season is now well under way. The demand for sail tonnage has caused owners to take their vessels out of storage somewhat earlier this year. Shipyards in Maine, Massachusetts and Rhode Island are busy fitting out these sailing vessels.
 The Philadelphia Chamber of Commerce will seek to persuade the American-Hawaiian Line to resume its freight service from that port, and, failing in that, to get another line to take up the business. Withdrawal of the steamship service makes it impossible to ship goods by rail to New York, and thence to San Francisco by the American-Hawaiian Line. This is regarded as a discrimination against Philadelphia.
 The Port Huron & Duluth Steamship Co. has filed a complaint with the Interstate Commerce Commission asking for the establishment of through rates and equitable divisions on west and eastbound freight from points in New York, Pennsylvania, New England and other eastern points to Duluth, St. Paul, Minneapolis and other points in the northwest. The company is operating three steamers between Port Huron and points on Lake Superior.
 Up to the close of February the total of the German vessels which had been captured or sunk by the Allies numbered 428, of a total tonnage of 1,827,631 tons gross. At the same time the French authorities had seized about 32,565 tons gross of German ships, including the American purchased steamer Dacia, now being held at Brest, and the German authorities had seized 9,271 gross tons of Russian ships.

ST. ANDREWS BY THE SEA.

Golf on the 18 holes 7,000 yards course at St. Andrews is a pleasure long to be remembered and it is an alluring attraction to ladies and gentlemen. Bowling can also be enjoyed on a well equipped green. For those not so engaged there are in all directions perfectly constructed roads, forest lined and shaded, the visitor can choose some favorite drive or pleasant stroll that brings relaxation and repose in a climate that is exhilarating.
 From the broad piazza of the Algonquin hotel, which has just been rebuilt by the C. P. R. there is a panoramic view of a charming scene of land and sea.

The Charter Market

(Exclusive Leased Wire to Journal of Commerce)
 New York, March 20.—A very limited business was reported in steamer chartering, although except for grain carriers there is a good general demand for tonnage for April and May delivery. Boatmen wanted for coal to Mediterranean and South American ports, and there is a good demand for lumber and timber carriers to both South America and Europe.
 There are a few inquiries for case oil boats, and also for general cargo carriers on time charter in several trades. Tonnage excepting oil, and rates, except for grain carriers are in receipt of firm support.
 In the sail tonnage market there is a steady demand for carriers for lumber, coal and other cargo to South America and Europe, but very little inquiry in either the coastwise or West India trade. Rates are firm in all.
 Charters—Grain: Greek steamer Keramat 3,019 tons from the Atlantic range to a French Atlantic port, with heavy at 10s 4/4d and oats at 8s April.
 Coal—Schooner Edith S. Cummings, 55 tons, from Philadelphia to Maranhao, Brazil, \$5.70, and port charges. Schooner Bayard Hopkins, 211 tons from Philadelphia to Jacksonville, \$10.00.
 Miscellaneous—British steamer Windsor, 3,577 tons trans-Atlantic trade, twelve months at or about 12s 1/2 delivery Europe April.
 Barque Anna Maria D. Abunda, 840 tons, from Buenos Ayres to North of Hatteras, with quebracho wood, p.t.
 Barque Skoda, 658 tons same. Schooner D. H. Rivers, 623 tons same. Schooner Anthony D. Nichols, 564 tons same.
 British Schooner Ede Theriault, 165 tons, from Turks Island to Halifax, with salt lye.
 Schooner Dustin G. Gressey, 726 tons, from Baltimore to Mayport with gravel and back, Jacksonville to Baltimore with piling p.t.
 Schooner Herbert May, 318 tons, from New York to Jacksonville, with cement and back to a sound port, with dry cypress, p.t.
 GRAIN SHIPMENTS FROM ARGENTINE.
 Argentine shipments of wheat for the week were 3,205,000 bushels to the United Kingdom, 1,285,000 to the Continent, and 621,000 to non-Europe, making a total of 5,111,000 bushels as compared with 4,996,000 for the same week last year.
 Argentine shipments of corn for the week were 446,000 bushels to the United Kingdom, and 893,000 to the Continent, making a total for the week of 1,339,000 bushels as compared with 800,000 for the corresponding week a year ago.
 Argentine shipments of oats for the week were 1,090,000 bushels to the United Kingdom, and 619,000 to the Continent, making a total of 1,709,000 bushels. Argentine visible supply of grain in the chief ports: Wheat 9,250,000 bushels, and 893,000 of corn, a year ago; corn, 2,213,000 bushels, as compared with 745,000 last year.
 Indian shipments of wheat for the week were 619,000 bushels to the United Kingdom, and 96,000 to the Continent.

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