

THE ALLAN LINE STANDS HIGH ON PIONEER ROLL

Progressive Corporation Did Much to Increase The Prosperity and Prestige of the Dominion

Foremost on the grand roll of the pioneers, who, through their untiring efforts, have developed the great Dominion, the Allan and the "Allan Line" stand indelibly connected with the progress of Canada.

At one time, before the present age of keen competition, the names "Allan" and "Canada" were almost synonymous, and through their far-sighted management of the great line of steamers, which bear their name, the Allan company has justly earned the Canadian Pacific Railway the title of "Canada's Transportation Pioneers."

The Allan Line has been connected with Canada since 1822. In the early years the waterway of the St. Lawrence had a bad name among shipping men. The channels and navigational dangers were ill-known and but rarely charted, indeed very little faith could be put in the charts at all. The rough stretch of 200 miles of inland waters comprising the river and Gulf is a piece of hazardous navigation, but few sailing vessels even now, but few people, were aware of the difficulties in navigating a sailing ship up an estuary and river which in the early history of Canada, was far from perfect in lighting, buoying and charting, and one which was well known to be in the shape of unknown currents, shoals and shoals, besides bitter weather and field and berg ice in the spring.

It must also be taken into account

(that compasses and navigation instruments were crude and unreliable, yet the Allan, with the untiring energy of the pioneer, contended with all those obstacles and built up a transatlantic trade which stands in the premier rank to-day.

The founder of the line, Captain Alexander Allan, came out from his native town in Ayrshire, Scotland, commanding small sailing brigs trading between Glasgow and Quebec and Montreal. The voyages were highly successful, and Captain Allan, recognizing that Canada was a coming country, settled ashore and established a line of small sailing packets in the Montreal trade, from Glasgow, in 1822. The vessels were necessarily small as the river between Quebec and Montreal was too shallow to admit of those draughted craft which could manage the hardships such small ships had to contend with in such a trade.

Hugh and Andrew Allan, sons of Captain Alexander Allan, came out to Montreal, and after spending a few years with the firm of Miller, Edmondson & Co., became partners, and later on the retirement of Mr. Edmondson, the firm, on this side, became Hugh & Andrew Allan, and command of the line, in Glasgow, the headquarters of the company, was then transferred to the name of James and Alexander Allan.

The first vessels of the line were full-rigged ships of three to four hundred tons register. They were built of wood on the Clyde, and were specially strengthened for the St. Lawrence trade, and for contending with ice in the Spring.

The Canada, one of these packets, reached Quebec one time, as early as April 15th, and on an easterly gale, arrived at Montreal under canvas, a rather unusual occurrence. The "Victoria," a schooner of 200 tons, was well known Allan ships in the Canadian trade.

In 1852, when steam as a propelling machine was beginning to wrest away the supremacy of the "windjammer" packets in the western ocean trade, the enterprising Hugh Allan, of Montreal, turned his attention to steamships, in connection with several Montreal gentlemen, had the steamers Canadian and Indian built by Denny, at Dumbarton, on the Clyde. These vessels, each over 1,700 tons gross, built of iron, and steamed 11 knots.

Mail, however, was not discarded in 1853. These vessels, which were handsomely fitted up, had accommodations for about a hundred first class passengers, besides emigrant stowage. When the Canadian was broken out, these vessels were employed by the British and French Governments in carrying troops and supplies out to the Crimea.

In 1854 two more steamers were added to the fleet named the North American and the Anglo-Saxon, both built of iron, by Denny, at Dumbarton. The Anglo-Saxon was the first iron mail steamer to be built in Canada. A fortnight's service was inaugurated between Quebec and Liverpool, the four steamships retained and ran between the St. Lawrence and Glasgow, Liverpool, and London.

A Record Passage.
The Anglo-Saxon made a record passage for that age, making the run from Quebec to the Mersey in 9 days 5 hours, quite an improvement on the sailing packets, the best of which, the Shannon and the Nestorian, could only make the passage eastward in 17 days, and more often than not the average passage time for the sailing vessels was from 25 to 40 days.

In 1858 the Canadian Government increased the mail subsidy, and a weekly service was put on. Four larger steamers were built, each of 2,200 tons gross, and named the North British, Nova Scotian, Bohemian and Hungarian. These vessels had finer accommodations than the Cunard boats of that day, and the passage rate was cheaper, even though the Cunard Company was engaged in a competitive war with the American Collins Line for the New York trade.

Four smaller steamers of 1,600 tons each were built, named the St. Andrew, St. George, St. Patrick, and St. Bernard. These were launched by Denny, and they were the first vessels built with spar, or covered in decks, fore and aft, besides setting them with the previous to this all steamers had exposed decks, and accidents to passengers in heavy weather were numerous.

As the success of the service called for more boats, the Peruvian and Moravian were built the same year. These vessels were built of iron on the handsomest screw steamers ever constructed of the nation's iron.

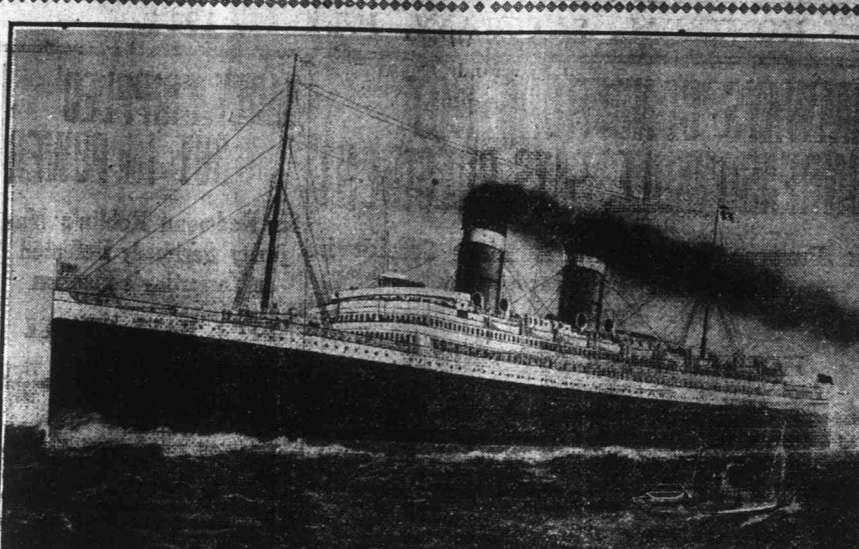
They still carried sails, and used them a great deal in favouring winds, besides setting them to diminish rolling in heavy seas.

From 1865 to 1871 the line built several famous steamers, whose names were household words at the time, and whose memories still live in the minds of Canadians. These were the Manitoba, Capitan, Moravian, Nestorian and Sarmatian.

The Sarmatian was much admired on account of her handsome appearance, the "yacht" even to the masts, and she was built of iron by Steele & Green, and was of 3,647 tons gross. Her construction was immensely strong.

The Manitoba was known to derive through three hundred miles of ice and emerge without a scratch. With the Sarmatian she was known as the "Governor-General's Ship" Princess

Latest News of the Shipping World



The "Alastair" with the "Calgarian," the latest of a long line of famous ships.

VESSELS IN PORT.

SATURDAY, JULY 11, 1914.

Almanac.
Sun rises, 4:21 a.m.
Sun sets, 7:48 p.m.
First quarter, June 1st.
Full moon, June 8th.
Last quarter, June 15th.
New moon, June 23rd.

TIDE TABLE.
Quebec.
High water, 8:28 a.m., 8:56 p.m.
Low water, 1:54 a.m., 1:51 p.m.
Highest tide for the month on July 26. Rise 17.2 feet.

Weather Forecast.
Lower Lakes and Georgian Bay: Light variable winds; fine and moderately warm.
Ottawa Valley and Upper St. Lawrence: Fine and decidedly warm.
Lower St. Lawrence and Gulf: Light to moderate winds, southwest to northwesterly; fine and warm; a few local showers.
Maritime: Light winds, chiefly westerly to southwesterly; fair and warm; a few local showers.
All West—Mostly fair and decidedly warm; thunderstorms in a few localities.

VESSELS BOUND FOR MONTREAL.

S.S.	From.	Sailed.
Keynor, Londonderry	London	June 6
Cresantino, Antwerp	Antwerp	June 6
Queen Wilhelmina—Glasgow	Glasgow	June 14
Knight of the Garter, Cardiff	Cardiff	June 20
Woodfield, Las Palmas	Las Palmas	June 25
Montezuma, London	London	June 26
Mount Temple, London	London	June 26
Iona, Newcastle	Newcastle	June 26
Manchester Importers	Manchester	June 27
Hannover, Rotterdam	Rotterdam	June 27
Chevington, St. Lucia	St. Lucia	July 2
Huron, Tees	Tees	July 2
Corinthian, Bristol	Bristol	July 2
Lowmoor, Gibraltar	Gibraltar	July 3
Cassidagh, Glasgow	Glasgow	July 4
Manchester Citizen, Man.	Man.	July 4
Brester	Brester	July 4
Heperian, Glasgow	Glasgow	July 4
Castron, Newcastle	Newcastle	July 4
Prosper III, Liverpool	Liverpool	July 4
Apollo, New York	New York	July 5
Tunisian, Liverpool	Liverpool	July 7
Bray Head, Swansea	Swansea	July 7
Babaco, Boston	Boston	July 7
Linkmore, Venice	Venice	July 7
Andania, Southampton	Southampton	July 7

SIGNAL SERVICE BULLETIN.
(Issued by Authority of the Department of Marine and Fisheries.)

19:30 a.m., Montreal, July 11th, 1914.
Crane Island, 32—Foxy, southwest. In 5:35 a.m. Mariel and tow.
L'Islet, 40—Smoky, west.
Cape Salmon, 81—Out yesterday 7:05 p.m. Glemont.
Father Point, 157—Out 8:25 p.m. yesterday Waconata.
Martin River, 260—Cloudy, calm. In 8:30 a.m. Laurence, 7:15 a.m. Wascana, 6:50 a.m. Cassanova, 6:30 a.m. C. Magdalen, 294—Cloudy, south. In 6:40 a.m. Kendal Castle.
Fame Point, 325—Smoky, southwest. Out 1:30 a.m. Cairnswan, 3:00 a.m. Hartepool, 3:40 a.m. Tyraland. Out yesterday 5:10 p.m. Fernelo.
Cape Ray, 553—Clear, southeast. In 3:20 a.m. Empress of Britain, 10:45 a.m. Empress of Britain. In yesterday 10:50 p.m. Cornishman.
Cape Race, 828—Clear, variable. In 4:00 a.m. Cassanova, 3:30 a.m.
Quebec to Montreal.
Longue Point, 5—Cloudy, northwest. In 12:25 a.m. Compton, 1:35 a.m. Port Cornwall, 6:15 a.m. Quebec, 6:35 a.m. Wabana, 6:25 a.m. Carolina. Out 7:40 a.m. Turcoman.
Vercheres, 19—Clear, west. Out 5:30 a.m. Schandavian, 7:15 a.m. Manc. Shipper.
Sorel, 39—Clear, south. In 2:15 a.m. Lloyd Porter and barges.
Three Rivers, 71—Cloudy, light southwest. In 10:30 a.m. Apollo, 8:30 a.m. Canada, 9:00 a.m. Scandinavia.
Bailecan, 88—Smoky, calm. In 3:40 a.m. Lake St. Peter, 4:15 a.m. Hudson and tow.
St. Jean, 94—Smoky, calm.
Grandines, 98—Cloudy, calm. Out 9:00 a.m. Heperian, 9:12 a.m. St. Maurice, 8:55 a.m. L'Islet, 3:30 a.m. St. Maurice, 1:08—Cloudy, calm. Out 3:30 a.m. St. Maurice.
St. Nicholas, 127—Cloudy, calm. In 8:10 a.m. Senator Derbyshire. In 8:25 a.m. Woodfield, 8:30 a.m. Aldon. Knight of the Garter, arrived today 8:40 a.m. Mont. Bay Head, Swansea, 8:40 a.m. Left today 8:45 a.m. Tadoussac, 6:30 a.m. St. Jean, 6:30 a.m. St. Maurice.
West of Montreal.
Lachine, 8—Cloudy, southeast. Eastward 12:50 a.m. Nicholas, 2:10 a.m. Car. Georgetown, 2:15 a.m. Keybel, 7:20 a.m. Kingston, yesterday 8:40 a.m. Mont. K. 4:50 p.m. A. D.
Cascades, 21—Cloudy, west. Eastward 1:00 a.m. Strathcona.
C. Landing, 33—Cloudy, west. Eastward 6:00 a.m. Westmount, 7:15 a.m. Kidonan.
Cornwall, 62—Cloudy, calm. Eastward yesterday 12:20 p.m. Westmount. Galop Canal, 99—Cloudy, southwest. Eastward 4:00 a.m. McVittie, 4:30 a.m. Mont. Queen, 5:50 a.m. John Sharples, 5:50 a.m. Nations, 6:30 a.m. Avon, 6:50 a.m. Cornwall, 7:30 a.m. Holcomb. P. Dulhuise, 2:38—Clear, southwest. Eastward 3:30 a.m. Keyville, 4:30 a.m. Saskatoon, 4:40 a.m. Nepewah, yesterday 8:10 p.m. Rosemount, 9:00 p.m. Lambert, 2:16 p.m. Fairmont.

PORT OF MONTREAL.

Arrivals.
Panama Transport, 2215, Harris, Philadelphia, light. Windmill, Port of Montreal, 4:05, Woltzsch, Hamburg, Bremen and Rotterdam, passengers and general cargo. Canada Line Ship 16.
Stigstad, 2488, Larsen, Sydney, coal. MacKenzie, 2595, Neilson, Sydney, coal. Black Diamond Line.
Departures.
Santalid, 6110, Kallhaug, Hamburg and Rotterdam, passengers and general cargo. Canada Line.
Hannover, 4635, Woltzsch, Hamburg, Bremen and Rotterdam, passengers and general cargo. Canada Line.
Alden, 2340, Holtung, Rotterdam via Sydney, grain. T. R. McCarthy.

WHITE STAR DOMINION LINE.
Laurentia left Martin River 6:30 a.m. Turcoman sailed 6 a.m. from Montreal, Quebec 7 p.m. July 11th.
Canada sailed from Montreal 3:15 a.m. Due Quebec 12:30 p.m.

CANADA STEAMSHIP LINES, LIMITED.

Location of Steamers at 6 p.m., July 10th, 1914:
Canadian—Montreal, discharging.
Acadian—Up. Port Huron 10:30 a.m.
Hamiltonian—Cleared Duluth, 6 p.m. 10th, for Montreal.
Calgarian—Cleared Montreal 7 p.m.
Pardonian—Down Port Huron 9:50 p.m.

STEAMSHIPS

DONALDSON LINE

Glasgow Passenger and Freight Service.

From Glasgow. From Montreal
June 27.....LETTIA..... July 11
July 4.....CASSANDRA..... July 18
July 11.....SARTURNIA..... July 25

Passenger Rates—One class cabin \$14.50. Second class \$11.50. Third class east and westbound, \$31.25.

For full information apply to
THE ROBERT REFORM CO., Limited.
General Agents, 29 Hospital Street.
Storage Branch, 488 St. James Street.
Uptown Agency, 550 St. Catherine St.

CUNARD LINE

Canadian Service.

From Southampton. From Montreal
July 9.....ANDANIA..... July 11
July 16.....LAUNIA..... July 18
Aug. 1.....ANDANIA..... July 25
Aug. 8.....ANDANIA..... July 25

Steamers call Plymouth Eastbound. Rates: Cabin (1st) \$46.25, 2nd class \$38.25, 3rd class \$30.25.

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Victoria Agents, 29 Hospital Street.
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LONDON-PARIS

WHITE STAR DOMINION LINE

Montreal & Quebec

Via LIVERPOOL and CONTINENT

Public Steamers, London—July 11
"CANADA"—July 11
"LAURENTIC"—July 18
"TITONIC"—July 25

And every Saturday following. Rates to Liverpool from \$12.50 1st class and \$7.50 2nd class.

Only four short days at sea.

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By Local Agents.

Start Your Vacation on the Cool Waters of the St. Lawrence

Niagara to the Sea

North Shore Route

Montreal - Pictou

New York - Quebec

For particulars apply any tourist or ticket office, or address "Responsible Dept. Canada S.S. Lines, Montreal."

CAR LOADINGS WERE HEAVIER

Improvement June Over May on Denver and Rio Grande

TREASURY POSITION

Present Condition is Said to be Strong to Make up any Deficiencies.

New York, July 11.—Denver & Rio Grande in May reported a surplus of \$13,000 over all charges against deficit of \$84,000 reported in May, 1913. For 11 months to May 31, however, surplus over all charges is \$22,000 against \$1,436,000 in same period of 1913.

June car loadings were heavier than in May, and although business was under that of last year, the comparative falling off was not of such extensive proportions as in May. For June the decrease amounted to only \$65,500. For May the deficit was \$161,000.

The first months of the next two months are expected to return a surplus of about \$100,000 over all charges. This added to the 11 months' results will give a surplus slightly in excess of \$700,000 for full fiscal year.

Full Fiscal Year.
Western Pacific for full fiscal year, it is estimated, will report net revenues of between \$600,000 and \$700,000. These two amounts, totalling \$1,300,000 or \$1,400,000, will be available for Western Pacific's first mortgage interest, which requires \$2,500,000 annually.

A half year's interest, or \$1,250,000, on Western Pacific first mortgage bonds will be due Sept. 1 next. Denver & Rio Grande, including Western Pacific's contribution, will have available from earnings of both properties on that date, practically all money with which to meet this Western Pacific interest, with possible expectation of \$300,000, if present trend of business continues. A pronounced improvement in traffic conditions in the next two months might possibly make up this shortage.

Dip Into Treasury.
At present it appears that Denver & Rio Grande will have to again dip into its treasury in order to meet its guarantee of Western Pacific interest. Whether the Western Pacific interest will continue doing this is a matter now under discussion.

Denver & Rio Grande is strong in its treasury position and has available securities which can be sold to meet any deficiency in funds on the due date of Western Pacific interest. It is not unlikely that a readjustment of relations of Denver & Rio Grande and Western Pacific and a scaling down of the latter's capital obligations will be worked out in the near future.

Whether or not this can be done before Sept. 1 next will be determined in the next few weeks, as will also the question of whether the Denver & Rio Grande is justified in continuing long-term loans to strain itself to continue payments of interest on Western Pacific bonds.

NEWS OF RAILROADS

SAN FRANCISCO TO LOOK AFTER ITS VISITORS

The Grand Trunk Pacific, as the most prominent of transcontinental railroads, will be the route chosen by thousands of tourists on their way to the Panama-Pacific Exposition opening in San Francisco on February 20th, 1915. The passenger officials of the company have just been advised that San Francisco now has 2,088 hotels, rooming and apartment houses, an increase of 786 in three years. Before the Exposition opens, 150 more hotels, etc., will be ready for occupancy. Every assistance will be given to visitors anxious to make their trip as comfortable as possible, approved by the hotel managers. The San Francisco Exposition Bureau, with a membership of more than 500 hotels, has fifty thousand rooms on its list, at rates which will be \$3.00 a day, each person, European plan, for any date or any length of time desired.

APPOINTMENT MANAGER FOR GRAND TRUNK PACIFIC HOTEL.

A clerk approved by Mr. Morley Donaldson, vice-president and general manager of the Grand Trunk Pacific Railway, announces the appointment of Mr. L. O. McNeill as resident manager of the Macdonald Hotel, Edmonton, which is the latest of the splendid hotels which the Grand Trunk Pacific is promoting, and the finishing touches are now being placed upon it.

The site chosen for the hotel is possibly unequalled anywhere in Western Canada, for it combines convenience to the business centre, with a wonderful outlook over the Valley of the Saskatchewan River. The building has been located on McDougall street, almost at the crossing of Jasper avenue, and directly opposite the Edmonton Club. The site is ideal and the building was planned by a specialist in hotel construction, who has secured the most beautiful ravine of the river which surrounds the entire southerly exposure of the hotel.

Mr. L. O. McNeill, as its manager, is a practical hotel man of wide experience. He was formerly in the Chateau Laurier at Ottawa, and has later been assistant manager of the Fort Garry, Winnipeg.

RAILWAYS

CANADIAN PACIFIC

PORTLAND, KENNEBUNK, OLD ORCHARD.

Lv. Windsor St. 19.00 a.m., 9.05 p.m.
Ar. Portland 18.44 p.m., 7.11 a.m.
Ar. Kennebunk 18.25 a.m., 7.58 a.m.
Through Parlor and Sleeping Cars. Daily ex. Sunday. Daily.

NEW FAST EXPRESS SERVICE. TORONTO-DETROIT-CHICAGO

The Canadian No. 21
Lv. Montreal 8.45 a.m. 10.05 p.m. ET.
Ar. Chicago 7.45 a.m. 9.05 p.m.

NEW LAKE SHORE ROUTE TO TORONTO.

via Belleville, Trenton, Brighton, Colborne Point, Port Hope, Newcastle, Coburnville, Oshawa, Whitby. Leave Windsor St. 8.45 a.m.

HOMESICKER'S EXCURSIONS.

Every Tuesday until Oct. 27. Tickets good for sixty days. Special rates. Special rates. Special rates. 9.45 a.m. 9.45 p.m.

WEEK END TICKETS NOW ON SALE.

UPPER LAKE ROUTE TO THE WEST.

Steamers leave Fort McNicoll daily except Friday and Sunday. Lv. Windsor St. 19 p.m., 10:50 p.m. evening previous.

TICKET OFFICES: 141-143 St. James Street.

GRAND TRUNK RAILWAY SYSTEM

DOUBLE TRACK ALL THE WAY MONTREAL—TORONTO—CHICAGO

THE "INTERNATIONAL LIMITED."

Canada's Train of Superior Service. Leaves Montreal 9 a.m., arrives Toronto 4:30 p.m., July 19th. Chicago 8 a.m. daily.

IMPROVED NIGHT SERVICE

Leaves Montreal 11:00 p.m., arrives Toronto 7:30 a.m., Detroit 1:45 p.m., Chicago, 8:40 p.m. Club-Compartment Sleeping Car Montreal to Toronto daily.

PORTLAND - MAINE COAST THE ISLANDS.

Summer tourist fares—Through service.

ALLAN LINE Largest Steamers

Next sailing R.M.S. "Calgarian"

FROM QUEBEC, THURSDAY, JULY 16, FOR LIVERPOOL.

PUBLIC ROOMS include Lounge, Library, Card Room, Gymnasium and Smoking Room, Grill Room on Promenade Deck, etc. Staterooms on Suite and Single-Berth Rooms. Orchestra-Elevator—Glass-enclosed Promenade Deck.

SAFETY DEVICES—Motor Lifeboats, with closed-in Decks, Passengers and Crew—Watertight Doors controlled from Navigation Bridge, which can be closed in a few seconds—Cellular double bottom extending up above water-line—Emergency Exits from all compartments—Submarine Signalling.

On request—Illustrated Brochure, Sailing Program, etc.

OTHER SAILINGS

From MONTREAL and QUEBEC.

HESPERIAN	18 JULY	for GLASGOW
TUNISIAN	21 JULY	for LIVERPOOL
CORSICAN	25 JULY	for LIVERPOOL
SCOTIAN	28 JULY	for GLASGOW
ALSTAIR	30 JULY	for LIVERPOOL
GRAMPIAN	31 AUG.	for GLASGOW

For full particulars of Sailing, Rates, etc., apply
H. & A. ALLAN, General Agents
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MONTREAL and LOCAL AGENTS.

Montreal & Southern Counties Railway Company

NEW SUNDAY EXCURSIONS BY ELECTRIC AND STEAM CARS.

Special Sunday Service between Montreal, Granby, Waterloo and intermediate stations—going and returning by Electric Cars between Montreal and Marieville, and by Central Vermont Railway from Marieville to Waterloo.

Special trains leave Montreal at 8:50 a.m., and 6:00 p.m., and Waterloo at 8:40 a.m. and 5:45 p.m.

Round trip fare—Waterloo, \$2.25; Granby, \$1.95. Reduced Fares to all intermediate stations.

Trains leave Terminal Station, McGill and Youville Streets.

For further information phone Ma in 3970 and 9550.

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While many lines of business are today marking the Canada Life is each year yielding a surplus, the earnings of surplus is now well \$5,000,000.

In choosing a Life Company it is well to be assured of dividends. Everything is able for that in the

CANADA ASSURANCE COMPANY

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Backed by a deposit of \$1,000,000.00 with the Dominion Government Life Insurance Co., Montreal.

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The Federal Life Assurance Co.

Home Office - Hamilton, Ontario.
posted up another record year. One of the most gratifying results of the Company's earnings is an increase of over 63 p.c. on the income of 1912.

This means a Company of practical hotel man of wide experience. He was formerly in the Chateau Laurier at Ottawa, and has later been assistant manager of the Fort Garry, Winnipeg.

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Insurance in Force over \$2,000,000.
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Net Surplus 1,781,117.
Income 2,563,115.

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Over \$11,000,000 Invested in Canada.
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