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MONTREAL, SATURDAY, JULY 3, 1915.

The Strong Men of France.

An interesting feature of the French constitution is the provision that a Minister of the Government, who holds a seat in one of the legislative chambers, may enter the other branch of Parliament for the purpose of explaining and supporting any of the measures for which the Government are seeking legislative approval. There is no such provision in the British Parliamentary system, and consequently none in the systems of the Dominions and other colonies, which have formed their institutions after the British model. It is assumed under our system that the Government of the day will always have in each chamber capable representatives who can give the members all the necessary information and arguments affecting Government measures. This is usually found to be the case, but it must be admitted that occasionally the French system proves valuable. In illustration of this reference may be made to the speech of Premier Viviani, delivered in the French Senate a day or two ago. M. Viviani is a member of the Chamber of Deputies. The Government measure to make further provision of funds for carrying on the war, had been passed in that chamber. The approval of the Senate was required, and apparently there was some fear of adverse criticism in that quarter. M. Viviani exercising his right as a minister, entered the Senate and made a powerful appeal in support of the measure, followed by explanations from M. Millerand, the Minister of War, at the close of which the Government's proposals were unanimously adopted.

Among the most gratifying things in connection with the war is the fine spirit manifested by the French nation. It has been well said that if Germany has lost her soul in this conflict, France has found hers. The mercurial character of the French, in matters political, so prominently manifested in frequent changes of Ministry on account of differences of little real importance, has disappeared in the presence of the crisis, and the statesmen of France are applying themselves to the nation's service with a zeal and patriotism that receive the world's admiration.

It is fortunate that at such a time France had at the head of her Government a statesman of the highest character of President Poincaré. Equally fortunate in obtaining the services of M. Viviani as Prime Minister, who was able to command the support and co-operation of a combination of able and experienced men, who are administering their several departments with much satisfaction to the public. Probably the strongest character in this strong combination is M. Alexandre Ribot, the Minister of Finance. M. Ribot had played an important part in French affairs, always with much honor, and had reached an advanced age when he might well have desired exemption from active ministerial duties. But at the call of duty he came to the political front again, and is giving the nation the benefit of his great ability and large experience. Always a man of moderation in his treatment of the political questions of the day, he had commanded in a very large degree the confidence of the masses of the people. On the outbreak of war, the thrifty French people of small means hastened to withdraw their money from banks and other savings institutions, and to hide it, anticipating that conditions would soon arise in which they would be unable to get it from those institutions. The people began to exhibit a distrust of paper money and to demand gold. There was much need of some powerful influence to check these panic conditions, and restore confidence. That good influence was brought into action when the veteran statesman M. Ribot, became Minister of Finance in the new Cabinet. With Poincaré in the President's chair, Viviani as Prime Minister, and Ribot as Minister of Finance there was assurance that the nation's affairs would be managed with prudence. The name of Ribot gave a guarantee of safe finance that was of the highest value. The nation's paper money again commanded respect, and the woe, stockings of the thrifty people yielded up their treasures for the service of the Government.

A Sane Fourth.

The agitation in favor of a "sane and safe Fourth" has been productive of much good. A dozen years ago in the United States there were 466 people killed and 3,983 injured, or a total of 4,449 casualties as a result of Fourth of July celebrations. Since then a movement has been started to curtail the use of fire crackers and similar explosives, with the result that last year there were but 40 people killed and 1,466 injured, or a total of 1,506. In the twelve years period from 1903 to 1914, there were 1,832 people killed in the United States, and 40,954 injured as a result of Fourth of July celebrations. The number of fires caused by the use of fire crackers, bonfires, etc., are almost incalculable, while the property loss has run into many millions of dollars. In Canada we celebrate our holidays more quietly than in the neighboring Republic, and as a result have fewer casualties from fire crackers and smaller losses from fires. In this country we go on the assumption that police, the killing and maiming of people and the destruction of property are not necessary adjuncts of patriotism. The United States is coming to the same conclusion and before very long the casualty list formerly associated with the Fourth of July will be a thing of the past.

Since the war commenced the United States has sold to the Allied nations \$48,000,000 worth of horses and over \$10,000,000 worth of mules. Exports of horses and mules are increasing, in April alone the exports amounted to \$10,000,000. The United States

and Canada are profiting from the war not only through the manufacture of shells and munitions of war, but from the supplying of foodstuffs and live stock.

For upwards of a year now the war and its conduct have occupied the front page of our papers. The Tramway scandal promises to take first place in Montreal for a time at least.

The United States Sugar Beet crop for 1915 will be harvested from 659,000 acres, or 144,000 more than were planted last year. The Government forecast a yield of 10.6 tons per acre, or a total of 9,990,000 tons. The United States is becoming one of the great sugar producing nations of the world. It is hoped that Canada will give more attention to this important industry than she has been doing in the past.

In the three months ending May 18th, which was the first three months of the German submarine blockade, that nation's submarines torpedoed and sunk 111 vessels, of which 102 were British, 7 French and 2 Russian. This, however, does not include the 60 odd Swedish, Norwegian and Danish which have been sunk. The submarine has exacted a heavy toll, but has been ineffectual in stopping shipping to and from the British Isles.

Socialism, which we were told would prevent wars, utterly failed to accomplish what it professed to be able to do. To-day the socialists are fighting in the ranks of all the warring nations. It is somewhat of a paradox, however, that a form of military socialism dominates Europe at the present time. Military socialism means the organization of workers under Government and military auspices. Just what effect it will have upon ordinary socialism after the war is difficult to say, but at the present time it seems the only possible scheme whereby the maximum effort of a nation can be utilized.

WHO SAID ROTTEN?

(The Farming Business.)

Ten years ago two young women of Big Laurel, Virginia, wrote their names on an egg while waiting their turn to make their purchases at the local grocery. Only recently a letter arrived at Big Laurel addressed to Miss Stella Andrews, one of these two girls, saying that her name had just been seen on an egg in a New York grocery, and out of curiosity the letter had been written to find out the age of the egg. Miss Andrews has been dead for seven years, and the letter was delivered to her parents. Certainly, cold storage is a wonderful thing.

INVASIONS AT KINSALE.

(Fall Mail Gazette.)

The Old Head of Kinsale, off which the Lusitania was sunk, has been the scene of at least two hostile invasions. In September, 1891, a Spanish force of 3,000 men landed at Kinsale to co-operate in the O'Neill Rebellion, and was brought to book by the English fleet and army. Eighty-eight years later James II. landed there in his futile attempt to recover his lost throne, and from the same port he embarked in July, 1690, after his crushing defeat at the Battle of the Boyne.

MORE BULLETS, SHORTER WAR.

(Philadelphia Record.)

A Buffalo manufacturer has refused a war order for \$5,000,000 on the ground that he will do nothing to prolong this war. The reason does credit to his feelings, but not to his intelligence. None of the belligerents is absolutely dependent upon imported supplies, and English military authorities say the war would have been ended before this if their ammunition supply had been adequate. There would be quite as much sense in the view that the larger the supplies of ammunition the sooner the war will end.

ON THE RIGHT TRACK.

(The Farming Business.)

Men are realizing more and more each year that farming is a business. The United States Government has come to realize the same thing, and that more attention should be given to the business phases of the industry than has been given to it in the past. About two years ago the Government sent a commission of representative men to Europe to study the methods of farm co-operation and finance which were being practiced in the various countries there.

The Day's Best Editorial

PEACE WHEN THE TIME COMES.

German Socialists should see the futility of crying peace when there can be no peace. The time to have promoted peace would have been when the great assassin was secretly arming for his work of death. When he was preparing to move among the nations in peaceful and friendly guise, waiting the chance to destroy and slay, the Socialists should have made the protest they now urge so strongly in favor of peace. It must be told to their honor that they did exert an influence for peace. It is probable the calamity was precipitated in the fear that their triumph would avert the expected realization of a mad despot's ambition. But the result of their failure are not lessened by their good intentions. They did not avert a horrible catastrophe in the ancient struggle between democracy and despotism.

Whoever loses in the great struggle now in progress the same financiers will lend the indemnity, and the difference between the burdens on the winners and on the losers will scarcely be perceptible. The victors will have no more chance of profiting by the indemnity gain than the people of Canada have of profiting by their great heritage of natural wealth in land, timber, and minerals. The discovery that the phenomenal wealth of the Klondike was on the Canadian side of the boundary increased the burdens on the Canadian people. A war indemnity equally valuable could not reasonably be expected to bring any better results to the Canadian public. Canada is governed with quite as much wisdom as the nations now at war, and the public need not hope to participate in the spoils of conquest.

The German workman will return to his long hours low wages, and black bread after the war. This the Socialists realize. They realize also that if the delusive hope of victory were attained their hours would be no shorter and their daily fare no better. Naturally the Socialists protest in favor of peace. But peace under existing conditions would be but an interval of preparation for another outbreak of hostilities. Peace cannot be established until it can be made impossible for any ambitious visionary to embroil the nations. The people of Germany must be relieved of despotism, for a people so logical cannot give a monarch power on condition that he shall not exercise it. In relieving Germany of despotism, military and otherwise, the civilized world will be relieved of a disquieting menace.—Toronto Globe.

NO LONGER A LUXURY.

Contrary to the case in many other lines of production, candy was not hard hit by the trade depression of the past year, according to reports submitted at the national convention of confectioners in sessions at Atlantic City, and the fact goes far to support the contention that sweetmeats must now be classed among the necessities of life for the American people, says The Philadelphia Bulletin. So-called luxuries theoretically ought to be the first to feel the effects of the kind of hard times through which business generally passed in the last twelve months, and the exception in the case of confectionery might furnish ground for interesting investigation and deductions among the economists who jealously catalogue and classify the habits, likes and dislikes of the bulk and masses of the public.

Only the other day it was reported that the purchase of candy for the men serving in the trenches was a large item in the British war department's disbursements, which recalls the fact that Shaw's twenty-year-old satire about the relative value of candy and cartridges to the professional fighting man could not have been merely a piece of fantastical jargon after all.

WHO GETS THE CHEESE MONEY?

The question as to who gets the money for farm produce is of the greatest interest at least to the farmers. Viewed from another angle, the consuming public may well have just as great an interest in the matter of the additions made to the primary price at the farm. In the case of cheese prices the farmer gets just about half of what the consumer pays. For American cheese he gets a trifle over half, but for Swiss, brick and Limburger it falls appreciably below that proportion.

For American cheese the price paid is generally around a quarter of a dollar. Out of this the farmer gets perhaps 13 cents; the cheesemaker 1 1/2 cents; the dealer 3/4 of a cent; the railway company 1 1/4 cents, depending of course on the distance hauled, but averaging about that amount; the wholesaler and broker 2 cents; the storage and shrinkage charges are about 3/4 of a cent; and, last but far from least, the retailer charges 5 1/2 cents for his services.—B. H. Hibbard, University of Wisconsin.

"A LITTLE NONSENSE NOW AND THEN"

"Father, what is untold wealth?"
"The property you keep from the income tax list, my son."—Harper's Magazine.

Sergeant. "Ere, Brown, what are you knockin' your 'orses about for?"

"Brown. 'Please, Sergeant, they're always 'angin' back. If it wasn't for them two bloomin' 'orses we'd 'a' bin in Berlin months ago."—Punch.

"Well, Sam, how are you getting along with your moving van?" asks the Louisville Courier-Journal man. "Business is slow here, sir. I'm thinking of moving to Europe." "What would you do in Europe?" "I think I might do well, sir, moving ambassadors."

Mrs. Flatbush—I'm sorry our children are all grown up.

Mr. Flatbush—What a funny idea!
"Well you know, I saw baby carriages to-day marked down from \$5 to \$1.91."—Yonkers Statesman.

Very few people are ambidexterous; that is, able to use the left hand as readily and skillfully as the right, says the Youth's Companion. But there is an amusing story of an Irishman who was careful to cultivate that art. When he was signing articles on board a ship he began to sign his name with his right hand, and then changed the pen to his left hand, and finished it. "So you can write with either hand, Pat?" asked the officer. "Yis, sorr," replied Pat. "Whin I was a bhoys me father (rest his soul!) always said to me, 'Pat, learn to cut yer finger nails with yer left hand, for some day ye might lose yer right!'"

A game warden heard that a restaurant was serving game out of season. He disguised himself with a false beard, visited the place and ordered a pheasant. The pheasant, delicately high, like Roquefort cheese, as all good pheasants should be, was served to the game warden, and he devoured it to the last morsel, at the same time inflicting severe punishment on a bottle of rare old Burgundy—for the state, of course, paid for all. At the end of his repast the game warden summoned the proprietor and said: "I arrest you, sir, in the name of the law!" The proprietor's mouth opened in astonishment. He swallowed two or three times; then he gasped: "Wh-what for?" For serving me a pheasant out of season, said the game warden. A look of relief appeared on the proprietor's face. "Oh," he said, "that wasn't pheasant. It was crow."

THE SEA IS HIS.

(From the London Standard.)

The Sea is His: He made it,
Black gulf and sunlit shoal
From barriered blight to where the long
Leagues of Atlantic roll;
Small strait and ceaseless ocean
He bade each one to be,
The Sea is His: He made it—
And England keeps it free.

By pain and stress and striving
Beyond the nations' ken,
By vigils spent when others slept,
By many lives of men:
Through nights of storm, through dawns
Blacker than midnight be—
This sea that God created,
England has kept it free.

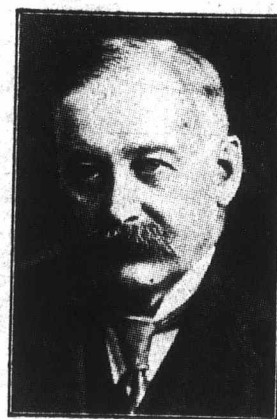
Count me the splendid captains
Who sailed with courage high
To chart the perilous ways unknown—
Tell me where these men lie!
To light a path for ships to come
They moored at Dead Man's Quay;
The Sea is God's: He made it—
And these men kept it free.

Oh little land of England,
Oh, mother of hearts too brave,
Men say this trust shall pass from thee
Who guardest Nelson's grave.
Ay, but these braggarts yet shall learn
Who'd hold the world in fee,
The Sea is God's—and England,
England shall keep it free.

IN THE LIMELIGHT

A Series of Short Sketches of Prominent Canadians.

Some three years ago I was invited by the management of the Nova Scotia Steel and Coal Company to accompany a party of directors and financiers on a tour of the plant of that concern located at such widely dissevered points as the Island of Wabana, near the coast of Newfoundland, Sydney Mines, which adjoins North Sydney, the two being connected by a delightful drive along an arm of the ocean, and Trenton, a suburb of New Glasgow, where are located the chief works of the company. At that time, in the columns of another publication, I told of how, at Wabana, iron ore is extracted from the rocks two miles below the level of the ocean; how, without the need of human handling, that ore is transferred to ships and conveyed to Sydney Mines; how the ore is there, by means of various processes, converted into huge ingots—the primary raw material from which all steel articles are made; how the ingots find themselves at length in the manufacturing departments of the mills at Trenton, there to be rolled and hammered into the countless varieties of finished steel that are to be seen on every hand. Nor does the process now end there, so far as this company is concerned. For at that time, on land abutting the Northumberland Straits, the extensive works of the Eastern Car Company—a subsidiary of Nova Scotia Steel—were in process of erection. These have long since been completed, so that to-day, under one management, iron ore taken



from the mines at Wabana finds itself melted and hammered into those hundreds of articles of finished steel that go to energize the industrial operations of the Dominion from coast to coast.

Reference in a reminiscent vein is made to these considerations because of the fact that it was on this trip that I first met Mr. Robert Edward Harris, K.C., D.C.L., who has just been elevated to the vacancy on the Bench of the Supreme Court of Nova Scotia caused by the retirement of Sir Charles Townshend from the Chief Justiceship, and the elevation of Mr. Justice Graham to that position. During the ten days which the trip in question involved—by ocean to St. John, Nfld., by rail across that island, by boat again from Point aux Basques to North Sydney, and by rail from Sydney to New Glasgow, the whole carrying one through a wonderful panorama of nature and industrial enterprise—I had an unequalled opportunity of observing the varying phases of an interesting and delightful character. Mr. Harris, who was at that time, as indeed he has been continuously up to the hour of his recently acquired dignity, president of the Nova Scotia Steel Company, proved an ideal host, assiduous in his attendance to the guests who were in his charge, being assisted at every juncture by that not less amiable and courteous gentleman, the general manager of the company, Colonel Thomas Cantley. Together they smoothed out all the rough passages in the journey, anticipating every conceivable want, making one feel that much more than might conceivably befall one than to be compelled to live for the balance of one's maritime existence among the inhabitants of the Maritime Provinces and within easy reach of the sounding sea. It is certain that Mr. Harris, endowed with too many gentle qualities, will make a very human Judge, while, possessing all essential legal attributes, he reflects credit upon the exalted position he has now been called upon to fill.

Mr. Justice Harris has been a conspicuous figure in the legal life of his native province for a third of a century. Born at Annapolis, N.S., on August 18th, 1850, he received his early education from private tutors, and was admitted to the Nova Scotia Bar in 1882, having prosecuted his legal studies in the office of the late Sir John A. Thompson. For ten years he practised law in Yarmouth. In 1892 he removed to Halifax, entering into partnership with the late Hon. H. McD. Henry, becoming head of the firm in 1913 when the latter was appointed to the Bench. Mr. Harris always devoted most of his attention to commercial law, and in that branch of his profession he became a recognized authority. Perhaps a bent was given to him in this direction when, as legal adviser to the late Mr. John F. Stairs, he was brought closely into contact with the affairs of numerous industrial enterprises in Eastern Canada. Mr. Stairs was for a number of years president of the Nova Scotia Steel Company, so that it was not unnatural that, upon his death in 1904, Mr. Harris should have succeeded to the position. Since then he has greatly widened his connection. He is President of the Eastern Trust Company, Vice-President of the Eastern Car Company, Director of the Bank of Nova Scotia, President of the Trinidad Electric Company, Director of the Maritime Telegraph and Telephone Company, Director of the Acadia Sugar Refining Company, President of the Demerara Electric Company, and Director of the Camaguey Electric Company. Ever in education and benevolent works he has taken an active and sympathetic interest. He is an earnest member of St. Paul's Anglican Church, Halifax, chancellor of the diocese of Nova Scotia, director of the Halifax School for the Blind, and is a governor of the University of King's College, an institution which honored him with the degree of D. C. L. in 1905. In June of 1883 Mr. Harris was married to Miss Minnie L. Horsfall, of Annapolis Royal. While Mr. Harris has never taken a particularly strenuous part in politics, he is known as a consistent Conservative. Mr. Harris has been a good and painstaking lawyer; there is every reason to assume that he will prove an equally efficient and equitable Judge.

B. R.

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STOP TRAINS WITHOUT JOLT.

One of the big eastern railroads claims it is adopting a brake that will stop a train of twelve steel cars in 1,000 feet, practically its own length, without jolting the passengers. The old air brake was applied a car at a time, starting at the engine and going back the length of the train, each car being jolted in turn by the one in front. The full braking force is obtained on the last car, the process taking about eight seconds. The new brake is electric and is applied on all the cars at the same time; the full braking power being obtained in two seconds after the engineer turns the lever that puts the compressed air to work.

RAILROAD ISSUES ARE MORE

Trading Overshadowed Industry on Selling Side and Profits Declined

AMERICAN CAN FEAT

Trading Element Was More Bullish on Which Showed an Advance at Opening, United States Rubber, and Were Also Active.

Exclusive Leased Wire to the Journal

New York, July 3.—Opening of the market gave promise of much to interest the traders in attendance. The trading element was more bullish on the selling side and profits declined.

American Can was the most active stock up at 46%, but seemed to be absorbed, however, and the trading element helped Baldwin also, the latter closed at 47%.

United States Rubber opened 1/4, off the belief prevailed in many places that on Friday afternoon had driven in the first sale of St. Paul was at 84 1/2, and the price immediately dropped to 84, duplicating Friday's low figure. For the lack of support were the cause of the decline.

New York, July 3.—In the first half of the day as if long expected activity, in railroad trading, but not in the way that the market had been expected to be active in the morning. For the time being activity in the market was more in the nature of a rally, but not in the way that the market had been expected to be active in the morning.

St. Paul and Northern Pacific overhauled the market but it was on selling side that the decline tendency.

St. Paul fell to 82, a decline of 1 1/2, Friday's low and 9 points from that day's high. The price immediately dropped to 84, duplicating Friday's low figure. For the lack of support were the cause of the decline.

St. Paul and Northern Pacific were forced to a considerable extent and the market was in some places that the present selling movement was a German liquidation.

A moderate selling movement developed in the Pacific, which like St. Paul and Northern Pacific was largely held in Germany before the war, it still remains in German hands.

New York, July 3.—The dastardly attack of J. P. Morgan following closely the bomb outrage at the Capitol created a feeling but the Street succeeded in recovering and the decline in prices was not so much as when small cases when position was not over strong.

Up to the time the news of the attempt on the life was published U. S. Steel held its own and copper sales were steady. Then, however, the effect of foreign liquidation on a new factor being injected into the market movement could be counted upon for future.

No one credited the rumors of reduction in Pacific dividend and even in regard to talk of reduced disbursements to stockholders little credence. Prospects for the Northwest convey a promise of great earnings for both those systems, and it is that dividends will be reduced just at a new prosperity.

There were no sales in Missouri Pacific common (when issued), is quoted 21 to 22 bid.

Stewart 11 1/2
Boat 11 1/2
Cramp 11 1/2
Zinc 11 1/2
Kelly Springfield 11 1/2
Dureau 11 1/2

WRECKS AND FLOWERS
The Scilly Isles, where the German submarine attacks, are chiefly associated with wrecks and flowers. For their pre-eminence in the English markets with early blossoms to have to thank Augustus Smith, who was prior of the islands in 1831. It was the idea of flower cultivation as a means to the scanty livelihood of the inhabitants that the first few blossoms sent to the islands were dispatched in a halibut. Nowward 100 tons of flowers are shipped from the islands in a single week.

A man descended from an excursion train, nearly making his way to the street car, when his wife and fourteen children, when he touched him on the shoulder and said: "Come along with me."

"What for?"
"Blamed if I know; but when ye're in the go back and find out why that crowd is here."

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