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MONTREAL---LIVERPOOL "GRAMPIAN." Tues. 17th Nov., Dayligh

MONTREAL---GLASGOW "PRETORIAN." Tues. 24th Nov., Daylight

MONTREAL---LONDON "SICILIAN," (Via Havre), Sun. 15th Nov., Daylight. "CORINTHIAN, Tues, 17th November (Day-

#### CHRISTMAS SAILINGS ST. JOHN. N.B. - . LIVERPOOL.

Fri. 4th Dec., 2 p.m. "SCANDINAVIAN." Fri. 11th Dec., 5 p.m

For all particulars apply:

#### H. & A. ALLAN

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### SHIPPING NOTES

The Red Star Line Zeeland ran aground in Lake Peter yesterday in a snowflurry. She will have to be dredged out. The passengers are being brought to Montreal to-day via Sorel and the G. T. R.

The defeat of the British squadron off the coast of Chile by a German squadron has caused the British Do flying-fish lay eggs like birds, and can Government to adopt defensive measures for its stations on the Pacific coast. The United States Consul-General at Vancouver has notified the State Department that it had been announced officially that I tell them all about myself, and answer without the western portion of Broughton Straits near Vancouver Island, British Columbia, had been closed to navigation, for purposes of defence. Vessels between on Straits and Queen Charlotte Sound, the Consul-General says, must now take the Weynton Our age and Blackfish Sound.

An effort is being made here to establish a Canadian shipping week early in the New Year. Large retail houses are to be asked to give prominence to goods from the Dominion. This idea probably partakes of the ingenious turning to account of the has been extensively boomed by certain newspapers The agents-general and similar officials naturally give the proposal their qualified benediction, but it is rather doubted by experienced observers whether the I ent is a suitable time for such an enterprise.

A despatch to the Exchange Telegraph Company from Rome says that the steamer Citta Di Savona which sent out a wireless "S.O.S." call when 150 And don't I know what they should do or take to off Catania, Sicily, saying that she was on fire, has arrived at Catania. The fire was extinguished by soldiers on board.

### MYSTERIOUS SINKING FUND

Third Year Funds For Metropolitan Steamship Co.

ship Corporation imbroglio, it is interesting to the Metropolitan Steamship Co. of New Jersey have This is the third time that sinking fund

Last year a specially held lot of bonds were offered as to what the sinking fund will have for tendere There is no market for these bonds and in fact a narket price is established but once a year when the unknown donor of this money provides funds to sinking fund purchases.

The Metropolitan Steamship Co. of New Jersey is NEW ELECTRICAL RAILWAY the owner of the steamships Harvard and Yale, now in service on the Pacific coast. These boats are understood to be leased, but no one in Boston knows what the lease is or has seen it. Interest and sinking fund obligations have been regularly met.

## TESTING ELECTRIC LOCOMOTIVES.

Peterborough, Ont., November 14.—The Canadian Beneral Electric Company is endeavoring to secure from the G. T. R. a lease of a piece of uni track that the former purposes to use for testing

PENNA RY. WILL ASK FOR INCREASE. New York, November 14—The Pennsylvania Rail-road will file increased long distance and auburban passenger rates with the Inter-State Commerce Com-mission to-day, effective December 5th.

Philadelphia and Reading will also ask similar in-

h and inter-Territorial fares have been rebasis of 2% cents a mile, as a maximum rate, trib, monthly commutation tickets are additional factorial factorial

without it.

The many questions people ask quite Vhile I convey them safe across The wild and stormy ocean.

he time when they perplex me most is meet at table,

would hold them, And clearly I can see they don't belee v meheenwilly

And clearly I can see they don't believe me when I've No matter what I told them.

'Oh, tell us, captain, truly now, if this god ship were

Would you stay boldly on the bridge and perish without shrinking? course, you could be last to leave, but would i

not be braver o perish nobly with your ship when you had failed to save her? Alas, if naught could save her.'

Another party fires at me the very searching ques

Do I attribute my red face to chronic indigestion? Of course I know exactly what this gentleman i My ruddy looks were brought about through injudi-

cious drinking Excessive water drinking.

The funny man, too, has a turn, his vapid jokes are I'd put him to a painful death if killing fools were

I never have a chance to use my fine imagination. Because they doubt my word at onec if I show hesi The slightest hesitation

And when on deck they still pursue, my brain gets fagged and weary

In trying to fit apt replies to each and every query, 2 St. Peter Street and 576 St. Catherine West; T. The sort of things they want to know, is death by 236 St. James Street; Hone & Rivet, 9 St. Lawrence And why it is the food on ships should always taste

Do captains like it greasy?

Have whales got teeth to chew their food, or do they live by suction Might one address Miss So and So without an intro

duction? suggestions

And when I go to sleep at night I dream about the questions I'm haunted by their questions

And when they ask me things like this I really fee like bolting.

They ask me why I went to sea, and if I like the sea swearing I'm rather good at swearing.

cheeky looking youth inquires, are sailormen pugnacious?: system, too, of striking bells, they must learn

They ask me if the "screw" fell off could we Go on full speed without it?

Some afternoons the womenfolk approach my cabin sadly. trading with the enemy" propaganda which lately And want to know why tea on board is always made so badly,

They tell me how it should be done, and simply to appease them, send directions to the cook, but still he cann

He tries in vain to please them. I'm often told by seasick folk they really can't endure it,

They always lose their tempers when I tell them thi

can not be cured by me because 'tis all imagination, Their weird imagination. low many weary hours I've spent to passengers ex

Why when the ship goes east or west she's losin

Boston, Mass., November 14.—Despite the Eastern From early morn till late at night they ask for in-

note that funds to take care of the sinking fund of And yet expect poor me to keep my truthful reputa-

some from some mysterious source to meet so gentle folk when on my ship you travel at your leisure, The first year the sinking fund got its bonds at 74. Ask fewer questions, then I'll try to answer them

nd 66 and taken. This year it is a pure guess I'm sure you do not really mean to worry me unduly, So please accept this gentle hint and I remain yours truly Yours gratefully and truly.

ed until

COMPLETED NEXT SPRING. St. Thomas, Ont., November 14.—So soon as the work of ballasting and laying of the new ties and rails on the London and Port Stanley Railway is completed, which it is expected will only take until about ember 15, further work will be disconti

the early spring. The task of installing the overhead and all electrics equipment will be then rushed along in anticipation of the summer excursion business to the lakeside. All equipment has been ordered and it has been promised for early spring delivery.

### WEATHER MAP.

Weather—Cotton Belt: Unusually heavy rains in parts of Alabama, with 5% inches at Mobile. Scattered rains in Louisiana, Mississippi, Georgia, Tennessee, and the Carolinas. Temperature 44 to 66. American Northwest—Partly cloudy, snow in North

# Shipping and Transportation

Forecasta.

Lower Lakes and Georgian Bay—Fair to-day, followed by increasing easterly winds, with snow or rain.

Ottawa Valley and Upper St. Lawrence—Fair and

Lower St. Lawrence-Fresh to strong rtherly winds, fair and cold. orthwest, decreasing by night, clearing and cold.

Maritime—Strong winds or gales from west am
orthwest, decreasing by night, clearing and colder Superior-Fair and cold to-day, then north easterly winds, with local snow falls katchewan and Alberta-Cold, wi local snowfalls or flurries.

> SIGNAL SERVICE. Department of Marine and Fisheries.
>
> Montreal, November 14th, 1914.

Crane Island, 32-Clear, south west. In 6.35 a. Cape Salmon, 81-Clear, north we Father Point, 157—Heavy snow, north east. Little Metis, 175-Heavy snow, strong north west Matane, 200— Heavy snow, west.

Cape Chatte, 234—Heavy snow, strong north wes C. Magdalen, 294—Heavy snow, east Fame Point, 325—Heavy snow, strong north east.

Belle Isle, 734-Clear, calm. Quebec to Montreal.

Longue Pointe, 5—Clear, light north west. Vercheres, 19-Clear, west Sorel, 39-Clear, west. In 8.05 a.m. Stigstad. Out

3.00 a.m. Wagama. Three Rivers, 71-Clear, west. In 8.55 a.m. Omaha P. Citrouille, 84-Clear, strong west, In 8.50 a. m Murray Bay.

St. Jean, 94-Clear, west. Grondines, 98-Clear, west Portneuf, 108-Clear, west. Out 8.00 a.m! Renvoyle St. Nicholas, 127-Clear, west. Bridge, 133-Clear, west.

Quebec, 139-Clear, west. Arrived down 6.55 a.m. Quebec, 6.00 a.m. Alaska Galops Canal, 99- Clear, north east. Eastward 12.45 a.m. Water Lily.

#### CANADA STEAMSHIP LINES, LIMITED. (Operating Department, Freight Steamers.)

Location of steamers at 6.10 n m. November 13th Canadian-Up Soo 5.15 a.m.

Acadian-Kingston, loading Hamiltonian-Up Colborne 9 a.m. for river. Calgarian—Montreal, discharging.
Fordonian—Down Colborne 6 p.m. 12th for Mon D. A. Gordon-Due up Colborne to-night.

Glenellah-Toronto (waiting for orders). Dundee-Due up Soo. Dunelm-Cardinal (waiting for orders) nnacona—Left Fort William 9.30 p.m. 12th. Doric-Welland, loading, westbound. C. A. Jaques-Montreal, discharging. Midland Queen-Montreal, discharging Sarnian—Port Arthur, discharging dight Saturd A. E. Ames-Down Soo 6.15 p.m. 12th. J. H. Plummer-Down Soo 5 p.m. 12th. Neepawah Down Port Huron 11.30 p.m. 12th. Beaverton-Up Port Huron 3 a.m. Tagona-Arrived Cleveland 10.30 a.m. Kenora-Due Toronto to-morrow afterno Arabian-Montreal, discharging

Bulk Freighters W. Grant Morden-Left Fort William & p.m. 12th Emperor-Fort William, discharging

Midland Prince-Left Fort William 7.30 p.m. 12th for Colborne. Midland King-Fort William, discharging Martian-Leaves Fort William to-day. Emp. Ft. Wm,-Fort William, loading Emp. Midland—Due Port William. Stadacona-Leaves Ashtabula to-day for Scottish Hero-Due Fort William. Turret Court-Due up Soo for Fort William

Crown-Left Fort William 3 p.m. 12th for A. E. McKinstry-Arrived Quebec 2 a.m., go

Renvoyle-Due Montreal. katoon-Due up Dalhousie for Colborne Mapleton-Due up Kingston late to-night. Haddington—Up Kingston 11 p.m. 12th for Colbo Cadillac—Milwaukee, discharging.

o-Dalhousie waiting weather for To-Strong southwest winds; many boats delayed.

### MUST PAY ROYALTY.

New York, November 14.—An injunction has been by the Marconi Wireless Telegraph Company of America to restrain the De Forest Wireless Tele-graph and Telephone Company, the Standard Oil Com-graph of the Standard Oil Com-grap pany, and the Lee, De Forest Company from using

### REDEEM EMERGENCY CURRENCY.

stead of 7 per cent. All clearing house loan certificates have been retired and the Aldrich-Vreeland Emergency Currency is gradually being sent in for

### INCORPORATED AT OTTAWA.

Company, Limited, \$50,000, has been incorporated with head office at Montreal.

head office a Sudbury, Ont., and \$10,000 capital. The Canadian Elevator Company, Limited, has increased its capitalization from \$1,000,000 to \$3,000,000. Exporters stocks, it is said, would not be for sale

### BANKER TURNS PUBLISHER.

A. R. Heiter, manager of the Vancouver branch of to 47% cents is asked in the trade. the Royal Bank of Canada, has been appointed manager of the Saskatoon office of the bank, and is ex-pected to take up his new duties within a few days. He succeeds T. K. McCallum, who recently resigned the position to become general manager of the Phonix me general manager of the Phonix Publishing Co., Ltd., publishers of the Saskaton

### SIR FREDERICK RETURNS

Sir Frederick Williams-Taylor has returned from onto, where he was re-elected a vice-president of

PRIME MINISTER COMING HOME. Sir Roberth Borden, the Prime Minister, will

## STATISTICS OFFICE IN OTTAWA ISSUES STATEMENT OF CHUP AREA

Fodder Crops as Compared With

Census and Statistics Office, Ottawa, November 14. The monthly crop report of the Census and Statis-ics Office, issued to-day, deals with the area, yield and value of potato, root and fodder crops during the past season, with the area and condition of fall wheat sown for next year's crop and with the proress of fall ploughing and summer fallowing.

Root and fodder crops in Canada, consisting of es, turnips, mangolds, etc., hay and clover, alfalfa, fodder corn and sugar beets, occupied this year 243,000 acres in 1913 and their estimated value is with \$197,988,000 in 1913. \$226,668,000, as compared Potatoes give a yield of 85,672,000 bushels from 475,-900 acres, showing the excellent average yield, per acre, for the Dominion of 180 bushels, which is higher for this crop than in any year since 1908, excepting only in 1909, when the average reached was 193 bush els. At an average price per bushel of 49 centsthe same as last year—the total value of the crop is \$41,598,000, against \$38,418,000 in 1913. The potato yield in the Maritime Provinces is espe good, the yield per acre being 213 bushels in Prince Edward Island, 220 bushels in Nova Scotia, and 240 shels in New Brunswick. Turnips and other root yielded 69.003,000 bushels of the value of \$18,934,000 ared with 66,788,000 bushels, value \$18,643,000 in 1913, hay and clover 10,259,000 tons, value \$145, pared with 10,859,000 tons, value \$124,696, 000 in 1913, alfalfa 218,400 tons, value \$3,096,000, com pared with 237,770 tons, value \$2,819,000 in 1913, fodcorn 3,251,000 tons, value \$15,950,000, compared with 2,616,200 tons, value \$12,506,000, in 1913, and sugar beets 146,000 tons, value \$1,092,000, compared with 148,000 tons, value \$906,000 in 1913. The aver age yield per acre of turnips, etc., is 394 bushels, against 358, of hay and clover 1.28 ton, against 1.33. of fodder corn 10.25 tons, against 8.62, and of alfalfa 2.42 ton, against 2.54 in 1913. The average quality of these crops for all Canada is high, ranging fro 89 per cent. of the standard for sugar beets to 96 per cent. for fodder corn. As usual, estimates of the eage sown to fall wheat this year for the crop of 1915, were collected from correspondents at the end of The compilation of the results shows an area estimated in the five fall wheat provinces of Atlantic trip on time charter, the intention being to of 1,184,800 acres and the area harvested this year of and return from Rotterdam to New York with dye 973,300 acres. The acreage sown for 1915 represents material.

over that sown for 1914 of 9.2 per cent. A large British steamer was of Last year the acreage sown was reported as 7.37 per mules from the Gulf to a United Kingdom port, no The bulk of the fall wheat rate being quoted. crop is grown in Ontario, where, this year, the esti mate is for 1,043,000 acres, as compared with 898, 000 acres, the area sown in the fall of 1913. The rease under fall wheat for Ontario therefore is in the European trades, tonnage is also wanted for coal the ratio of about 16 per cent. In the three North- and general cargo to South America, and case oil to west provinces, the area sown to fall wheat has again decreased in continuation of a decline attributed to consecutive discouraging seasons for this Alberta, however, is the only western province where fall wheat is largely grown, and the are estimated to be sown is 230,000 acres, compared with 262,000 acres last year, a decrease of about 12 per In British Columbia there is an increase from 5,500 to 6,000 acres, or 10 per cent. The condition of the fall wheat crop on October 31 is reported for the five provinces as 96.5 per cent. of the standard which upon the assumption that average conditions prevail between now and next year's harvest, indicates a yield per acre of about 1.5 per cent. above the everage of the past four years, 1910-13. In Ontario the condition on October 31 was 99, in Manitoba 82, in Saskatchewan 60, in Alberta 92 and in British Columpia 96 per cent. of the standard. The early harvest and favorable

hreshing in the western provinces enabled farmers to make excellent progress with fall ploughing on the Gulf to the United Kingdom, with meles, p.t., and intended for sowing in the spring. Measured in percentage of the total land intended for next ear's crop, it is estimated that in Manitoba 92, in Saskatchewan 77, and in Alberta 56 per cent. of fall ploughing was completed by October 31. These figures ompare very favorably with the two previous sea sons, when the highest percentage was not more than 58 in Manitoba (1913, and the lowest only 24 in Saskatchewan and Alberta (1912). The progress made this year therefore augurs well for next year's crops. In Eastern Canada the percentage of fall ploughing ompleted by October 31 ranges from 51 in Nova Scotia to 75 in Quebec; but in the East, especially in the Maritime Provinces, there is a longer fall

their present system unless the Marconi Company is further progress, an increase of about 6 per cent. be-The practice of summer fallowing in the West shows ing reported in Manitoba and of 3 per cent. in atchewan, as compared with last year. Alberta, how-Minneapolis, November 14.—Minneapolis banks will go on a 6 per cent. Minimum basis Monday, inwill go on a 6 per cent. minimum basis Monday, insummer fallowing resulting the control of the provinces show a smaller percentage devoted to summer fallowing, resulting in a net decline for the Dominion of about 1.5 per cent.

### MARKET FOR NAVAL STORES.

New York, November 14.—The market for naval stores has a better tone, reflecting the fact that the several of them their light and power sales have

sead office at Montreal.

Spinaci Bros., Limited, have been incorporated with dwindling, only 42 barrels being sold Wednesday, for

there under 45 cents, so that the factors combination expects to get its price of 45% cents soon. On the spot there is a temporary scarcity and 47

Tar is steady at the basis of \$6.50 for kilp hum

Pitch is maintained at \$4.00. Rosins are firmer in sympathy with the South. There is less shading in local quarters. Common to good strained is \$3.75. The following were the price of rosins in the yard; B. C. \$3.60; E. F. G. H. \$3.90; L. \$3.95; K. \$4.85; M. \$4.95; N. \$6.00; WG. \$6.30;

WW. \$6.50. Savannah, November 14.—Tprpentine nominal, 46% No sales; receipts 495; ahipment 573; stocks, cent. 81,135.

Rosin nominal. No sales, receipts, 2,102; ship-ments 1,487; stocks 117,210. Quotations unchanged.

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entreal 11.00 p.m., arrives Toronto 7.30 a.m., Detroit 1.45 p.m., Chicago 8.40 p.m. Club Compart. eping Car, Montreal to Toronto, dally.

## The Charter Market

(Exclusive Leased Wire to The Journal of Commerce.) New York, November 14.-A limited amount of siness was reported in steamer chartering, with rates at the highest point attained during the recent number of the trans-Atlantic trades, but the lim ited supply of boats available before the middle of same, serve to restrict trading to som

An American boat was closed for a round transwith the area sown in 1913 take a cargo of grain from Baltimore to Copenhagen

Tonnage is wanted badly for co

the Far East and Australia. For sail tonnage the demand but little resulted in chartering

Rates are unchanged and ample ton Charters. Grain-British steamer Askehall, 36,000 quarter

and oats at 5s 6d, December.

sub), from Mobile to Genoa, with timber, 115s, De

Denmark, with general cargo, 23s, December.

Norwegian steamer Bergenhus, 2,344 tons, same

Reports Indicate That Companies Operating on Indus trial Centres Are the Ones Most

New York, November 14.-With few exceptions, electric railway lines of the country are now reporting decreases in earnings as compared with cor all cases the rate of gain has been largely reduced. City lines appear to be feeling the decrease in traffic

Northern Ohlo interurban lines have been reporting decreases in earnings for some time, but with been more than sufficient to overcome the loss from the railway department. Indications are that the electric railway companies which have also light and power departments are withstanding present conditions much better than those which must depend upon their railway earnings alone.

Cleveland, Southwestern & Columbus Railway for September, 1914, reports a decrease of \$1,640 in gross but this is reduced to but \$15 decrease in net by reason of a saving of \$1,624 in operating expenses. In-terest charges and taxes for the month were larger by \$210, leaving a surplus, after all charges, of \$15.
734, a decrease of \$232. For the nine months ended September 30, 1914, gross earnings increased \$11.163, with an increase of \$5,412 in operating expenses. In charges and taxes were larger by \$6,848 than for the corresponding nine months of 1913, so that

Previous to the beginning of present financial conditions, a comprehensive plan for the financial re-organization of Cleveland, Southwestern & Columbus was worked out, but tightening money conditions prevenetd its being carried out. The plan is only in abeyance, however, and will be taken up again as soon nged. as the situation warrants.

Toronto-Chicago Express

5.40 p.m., 7.35 a.m. Ar, Chicago 7.45 a.m. 9.05 a.m

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In addition to the demand prev

tures were reported.

British steamer Brighton, 2,274 tons, from the Gulf Marseilles, or Genoa, with heavy grain at 6s 412d

Baltimore to Porto Rico, p.t. Miscellaneous—Steamer Ruby, 1,606 tons. United States and Scandinavian trade, one round trip on time charter, p.t., delivery and re-delivery north of

Hatteras, prompt. British steamer Baron Erskine, 3,505 tons, from Belgian steamer Iris, 1,796 tons, from the Gulf to

24s, December. oner James B. Drake, 991 tons, from Tampa Baltimore, three trips with phosphate

## **ELECTRIC RAILWAY EARNINGS** SHOW SOME DECREASES

more than the interurban lines, doubtless due to reduced operation of industrial plants.

the surplus for the nine months was \$91,644, a decrease of \$1,435.

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