

STEAMSHIPS CUNARD LINE

CANADIAN SERVICE

From LONDON. From PORTLAND.
Nov. 25. AUSONIA. Dec. 12.
Steamers call Plymouth Eastbound.
RATES: Cabin (11). Eastbound and Westbound.
AUSONIA, \$51.25 up. Third Class Eastbound, \$32.75.
Westbound, \$32.50.

THE ROBERT REFORM CO. LIMITED.
General Agents, 20 Hospital Street. Steerage Branch,
458 St. James Street. Uptown Agency, 530 St.
Catherine Street West.

DONALDSON LINE

GLASGOW PASSENGER AND FREIGHT SERVICE.

From Montreal. From Montreal.
Oct. 17. LETITIA. Oct. 31.
The Head Office, 20 Hospital Street, should be con-
sulted before booking passage for these sailings, as ac-
commodation is rapidly being taken up. Phone Main
6622.

Passage Rates—Cabin (11). Eastbound and West-
bound, \$52.50 up. Third-class, eastbound and west-
bound, \$37.75.

For all information apply to
THE ROBERT REFORM CO. LIMITED.
General Agents, 20 Hospital Street. Steerage Branch,
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ALLAN LINE

MONTREAL—LIVERPOOL
HESPERIAN, Thursday, 5 November
GRAMPIAN, Thursday, 12 November.
TUNISIAN, Thursday, 19 November.

MONTREAL—GLASGOW
NUMIDIAN, Saturday, 7 November
SCANDINAVIAN, Saturday, 14 November.
PRETORIAN, Friday, 20 November

MONTREAL—HAVRE—LONDON
SICILIAN, Tuesday, 10 November
(To London direct).

CORINTHIAN, Tuesday 17 November
(Calling at Havre).

For all particulars apply:
H. & A. ALLAN
2 St. Peter Street and 576 St. Catherine West; T. Cook & Son, 530 St. Catherine West; W. H. Henry, 285 St. James Street; Hone & Rivet, 9 St. Lawrence Boulevard.

The Charter Market

(Exclusive Leased Wire to The Journal of Commerce.)

Charters—Grain: British steamer Cranley, 40,000 quarters from Baltimore to London 28 3d, November.

British steamer Fishpool, 45,000 quarters, same, option French Atlantic ports, 2s 8d, November.

Danish steamer Laura Maersk, 18,000 quarters, from Baltimore to Scandinavian ports at or about 5s, November.

Danish steamer Dan, 12,000 quarters, same.

Norwegian steamer Klosterfos, 10,000 quarters, same.

British steamer Horsley, 25,000 quarters, from Montreal to picked ports United Kingdom 3s 6d, November.

British steamer Warley Pickering, previously 28,000 quarters, from Galveston to picked ports United Kingdom, basis 3s 4 1/4d with options October.

Coal—Norwegian steamer Karen, 1,073 tons, from Baltimore to Colon, p.t., prompt.

Miscellaneous—British steamer Orpheus, 2,731 tons, Eastern and American trade, one round trip, basis 4s 8d delivery Aden, re-delivery New York, via Calcutta, October.

New York, October 24.—There is a steady demand for steamers for grain from Atlantic and Gulf loading ports to various European destinations, the orders being almost wholly for boats in position to give not later than November 30th delivery. Rates for prompt boats are very strong, and owners continue to demand further advances for suitable boats. In other of the trans-Atlantic trades there is a moderate inquiry, but the demand in all long voyage, South American and West Indian trades continues light. A considerable business was done in grain chartering, but in all other trades business was light, and nothing out of the ordinary developed. The sailing vessel market continues dull and uninteresting, and only a very limited demand prevails for vessels, all of which comes from coastwise and West India charters. Tonnage is at hand in ample supply and rates are barely sustained at the low basis prevailing for some time past.

Danish steamer Marselisborg, 1,775 tons, previously, from Savannah to Denmark with oil cake 17s 6d; with Gulf options, November. British steamer Westlands, 2,901 tons, from Baltimore to Colon with general cargo, p.t., prompt.

THE WEATHER MAP.

Cotton Belt—Some rains in Texas and parts of Carolina. Temperature 46 to 72.

Corn Belt—Scattered rains in Nebraska, Iowa, and Illinois. Temperature 40 to 58.

American Northwest—Scattered rains in Minnesota and Wisconsin. Temperature 28 to 46.

Canadian Northwest—Partly cloudy. No moisture. Temperature 32 to 46.

WEEKLY AUCTIONS TO RESUME OCT. 28th.

New York, October 24.—Coincident with the closing of the Stock Exchange, Adrian H. Miller and Sons, auctioneers, abolished their regular weekly auction sales held on Wednesday and announced that they would not be resumed until the Stock Exchange re-opened.

It may be a straw to show the way the wind is blowing, when the auctioneers advertise that on Wednesday, October 28th, they will sell 81 public auction 2,888 shares of capital stock of the Hammerstein Amusement Company for the Equitable Trust Company of New York.

WAR TO CAUSE CHANGE IN SHIPPING SYSTEM

A. B. Lake of Liverpool Foresees Closer Cooperation Between American and English Shippers

JOIN OPERATION SCHEME

British Shippers Have the Bottoms and American Shippers the Cargoes and on this Basis Believes Mutual Agreement Could be Reached.

The European war has brought such a radical change in the shipping world that nothing less than a complete transformation can be expected at its close from the conditions that existed prior to the war's outbreak.

At the outset the shipping trade was paralyzed. But in a few weeks it became apparent that apart from the removal from the seas of the tonnage under the German flag and the abstraction of British tonnage on a large scale for war purposes, sea traffic could be resumed much the same as usual. The crisis focused attention on the want of ships of American registry to carry on trade with foreign countries and a movement to facilitate the transfer of ships built abroad, but in which American capital was largely invested, led to legislation under which about seventy vessels have now been placed upon the American registry. Private capital is now believed, would be induced to invest in shipping under the new circumstances and under more favorable conditions.

Shipping men in England, relieved from the first pressure of the war, began to think of the future and the British ship-owner especially, the possessor of the cargo freight steamers, like the merchants in other trades, has been planning how to readapt his business to the new state of affairs and occupy the field in which a formidable competitor has been weakened. On both sides it has been found that there is a coincidence of views looking to a closer co-operation between American and British interests.

Several influential shipping men, heads of important lines and owners of mercantile fleets, have been visiting the United States in the last week or two. Among these A. B. Lake, joint general manager of the "Liverpool Journal of Commerce," gave the above opinion when seen on his departure, by a representative of the New York Journal of Commerce. "I came over," he said, "to see personally what the shipping situation was in the light of the war conditions and my visit, short as it has been, has surprised me at the similarity of the views which are held by influential shipping men with those I know to be prevalent with the leaders of the shipping world in England. The outcome, it appears, will be a closer co-operation of the American and English shipping interests. They are already closely knit together, and in extending the foreign trade of the United States there is no reason why there should not be greater harmony in working together with joint capital in shipping. Great Britain has the ships; America the cargoes. Why should they not act together under some form of jointure?"

J. Parker Kiffin, the Admiralty lawyer who was advisory counsel to the Chamber of Commerce's special committee on foreign trade relations in the summer, when asked by a representative of the New York Journal of Commerce for his opinion on the subject, said: "The suggested co-operation seems to be a desirable development. American and English laws as to the ownership of ships are practically identical. It is disappointing that so far only seventy ships have been transferred to the American flag under the Panama act amendment, whereas two hundred at least might have been expected. The prospect of the Government itself purchasing and operating a Government merchant fleet, however, had apparently the tendency of checking the initiative of private capital. Shipping companies could be formed on the joint capital lines proposed which would take over ships now owned by American capital abroad or purchase the ships now put up for auction in the prize courts. The addition of such ships to the American merchant marine would not be appreciably felt by the British shipowners and it is evident that the desire of the American public for American ships in the foreign trade will have to be gratified. If it is not by this or some other means, there is a probability that the Government will itself step in by establishing a Government steamship company of its own. Such suggested private companies as organized under our laws could not touch the domestic coastwise trade as they are debared from that field. I think the proposal a good one."

BULK OF CANADIAN MAILS WILL COME THIS WINTER VIA NEW YORK

Irregularity Will Mark Service Owing To All Large Boats Being Requisitioned To Prosecute War.

Halifax, October 24.—There has been in the past some controversy in the east over the winter port question, and the mail service as between Halifax, St. John and even Sydney. At the last meeting of the Board of Trade, it was stated that the Postmaster-General has informed the Board that, on account of practically all the large boats having been requisitioned for war purposes, it cannot now be stated what steamers will be used.

It is thought by the companies that the mails this winter will be somewhat irregular, and that they will be sent to Canadian ports with the understanding that this will be with the maximum of regularity possible, but with no guarantee. The chances are the bulk of the mails will come via New York.

The request from the Halifax Board of Trade for a effort to secure a reduction in cable rates, the censorship having prevented the use of codes, has brought a reply from the Minister of Trade and Commerce, that he is conferring with the Postmaster-General on the subject.

HOCKING VALLEY.

Hocking Valley, year ended June 30, 1914, gross \$7,021,145; decrease \$79,499.
Net, \$2,217,999; decrease \$616,402.
Total income, \$2,966,219; decrease \$939,960.
Surplus after charges and tax \$955,741; decrease \$360,663.
Common dividend \$579,960; decrease \$384,982.
Surplus \$175,781; decrease \$176,680.
Equal to 8.95 per cent on \$1,950,000 capital stock against 17.42 per cent previous year.

PARIS WHEAT.

Paris, October 24.—Spot wheat opened off 1/4 cent from Friday at 1.45 1/2.

Shipping and Transportation

Forecasts.

Lower Lakes, Georgian Bay, Upper St. Lawrence and Ottawa Valley.—Strong northerly winds; showery and turning much cooler.

Lower St. Lawrence and Gulf.—Strong west and northwest winds; showery and becoming cooler.

Maritime.—Fresh to strong westerly winds; fair and mild, followed by showers at night.

Superior.—Strong northerly winds and much cooler.

Manitoba.—Fine and cool.

Saskatchewan and Alberta.—Fine and a little warmer.

SIGNAL SERVICE.

(Department of Marine and Fisheries.)

Crane Island, 22—Cloudy, north. In 6.30 a.m., Compton.

L'Islet, 49—Cloudy, strong northwest.

Cape Salmon, 81—Clear, strong, northwest.

Father Point, 157—Cloudy, north. In 2.40 a.m., Imatic.

Little Metis, 175—Clear, strong northwest.

Matane, 200—Clear, strong northwest.

Cape Chatte, 234—Cloudy, northwest.

Cape Magdalen, 294—Clear, strong northwest.

Fame Point, 325—Cloudy, strong northwest.

Cape Rosier, 349—Cloudy, gale north.

Cape Desper, 377—Cloudy, west.

ANTICOSTI.—

West Point, 332—Cloudy, strong north.

Ellis Bay—Querida at wharf. Savoy arrived in 7 a.m.

Southwest Point, 360—Clear, strong north.

South Point, 415—Foggy, strong west.

Heath Point, 430—Cloudy, northwest.

Clark City—Laurentian at wharf.

Point Amour, 673—Raining, gale, southwest. 2 bergs.

Belle Isle, 734—Blinding snowstorm, gale south. Quebec to Montreal.

Longue Pointe, 827—Cloudy, northeast. In 2.50 a.m., Dwyer, 77.25 a.m., Murray Bay.

Vercheres, 19—Clear, north. In 7.35 a.m., Masaha, 8.35 a.m., Gaspesien. Out, 8.40 a.m., Kamouraska.

Sorel, 39—Clear, north. In 6.30 a.m., Alden. Left up 5.15 a.m., Alaska and tow.

Three Rivers, 71—Cloudy, light northwest.

Point Citrouille, 84—Cloudy, northwest. Out, 7 a.m., Eskobonia.

St. Jean, 94—Clear, west.

Grandines, 98—Clear, north.

Fortneuf, 108—Clear, north.

St. Nicholas, 127—Clear, north.

Bridge, 133—Clear, north.

Quebec, 139—Clear, north. Arrived down 6.10 a.m., Honoria, 7.50 a.m., Waccamaw, 6.25 a.m., Stigstad, 5.30 a.m., Sin-Mac and tow.

West of Montreal.

Lachine, 8—Clear, northeast. Eastward, 2 a.m., Saskatoon, 3 a.m., Wallace, 4 a.m., Doric, 5.15 a.m., Dalton, 6.20 a.m., Donnacona, 7.15 a.m., Canadian, 8 a.m., Keefe.

Cascades, 21—Cloudy, northeast. Eastward, 6.45 a.m., KeyWest.

Galop Canal, 89—Raining, northeast. East, 6.25 a.m., Mapleton, 6.40 a.m., Acadian, 7.25 a.m., McVittie, 7.30 a.m., Holcomb, 7.45 a.m., Metier.

Port Dalhousie, 298—Cloudy, east. Eastward, 7.40 a.m., Beaverton.

Port Colborne, 321—Eastward, 2.30 a.m., Georgetown, 4 a.m., Northmoor. Yesterday 1 a.m., Simla, 1 p.m., Dunelm. 4.50 p.m., Keyport, 7.05 p.m., Samuel Marshall, 9.45 a.m., Keybell.

WILL RELEASE MILLIONS.

Washington, October 24.—When the Federal Reserve Bankers are inaugurated and the member banks lower their reserves in accordance with the Federal Reserve Act, there will be set free about \$274,000,000 according to an estimate made by Comptroller of Currency based on the September 12th figures. The greater part of these released funds will come from central reserve cities, and from Boston and Philadelphia.

FRENCH SHIP WRECKED.

London, October 24.—The French ship Marie Henrietta, with hundreds of wounded soldiers aboard, has been wrecked off the French coast near Cape Harteur, according to a despatch received here, and is believed to have sunk.

The despatch states the vessel sent S. O. S. calls for help, and that other French ships rushed to the rescue, but that the last word received from the vessel said all her lights were out, indicating that her engines had been put out of commission by water.

ATLANTIC COAST LINE RAILROAD.

New York, October 24.—Atlantic Coast Line Railroad declared its regular semi-annual dividend of 2 1/2 per cent on preferred stock, payable November 10. Books close October 31, re-open November 11.

HARVESTER CO. IN RUSSIA.

Chicago, October 24.—An official of the International Harvester Company says collections in Russia are better and the company's Russian plants are running at about 50 per cent. of capacity.

NEW YORK EXPORTS.

New York, October 24.—Exports of general merchandise from New York, Friday, totalled \$3,651,068, an increase of \$1,830,790 over Thursday. Imports Friday totalled \$3,960,785, an increase of \$860,572.

U.S. SHIP REGISTRY BILL WILL CAUSE EMBARRASSMENT

Such is Opinion of Senator Jones Who Issued Solemn Warning in Speech Recently Made in Senate Chamber.

Washington, October 24.—Senator Jones of Washington, a Republican, uttered a solemn warning in the Senate in a brief speech in which he declared the war ship registry bill passed at the beginning of the European war was certain to lead the United States into unpleasant complications with one or more of the belligerents.

Mr. Jones said that he and other Republicans had supported President Wilson when "in clear, concise, elegant and proper language" he urged strict neutrality on all Americans.

"The President has made wise efforts in that direction, but the President is not the only wise and patriotic man in the United States," said the Senator. "The greatest danger to us comes from the greed of men. Insidious and unscrupulous is being taken of the war situation to secure positions of benefit to the national interests regardless of the safety of the nation. Danger threatens now from legislation which the President urged and which many of us feared would lead to complications and danger. With no ships to carry our products when the war broke out some one proposed to admit foreign built ships and ships flying a foreign flag to American registry and to sail them under the American flag.

THE PRESIDENT'S APPROVAL.

"They got the ear of the President. He thought it a good thing and urged the legislation. A bill was passed under which the ships of England, France, Germany or any other country might change their flags and sail under the American flag. And the President was given authority to suspend the laws which have been in operation for over 100 years requiring watch officers on ships flying our flag to be American citizens.

"Almost immediately on its passage, with hundreds of American officers idle and available, he suspended for seven years these laws, and German ships and English with their foreign officers have been placed under our flag.

"Ships heretofore sailing under the flag of one of the belligerents, manned and officered by her citizens, are now sailing under the American flag, with the same officers and crews as heretofore. What could be expected from such a situation?

"Nothing but trouble and embarrassment can come to us from it. It is coming. Already the honored chairman of the Foreign Relations Committee has uttered a clarion note of warning to other nations not to interfere with vessels flying the American flag. Why? Simply because foreign nations are not respecting the simple transfer of flags on ships of commerce to escape the dangers of war. Seizure after seizure is being made of ships registered under this emergency law.

"International complications are arising. French men-of-war are stopping American ships, and without protest from us. British crews are seizing German prizes who now claim to be Americans, and are requiring their parole. British warships are seizing former German ships now transferred to our

RAILROADS

CANADIAN PACIFIC

CHICAGO EXPRESS
TORONTO—DETROIT—CHICAGO

The Canadian No. 21
Lv. MONTREAL. 8.45 a.m. 10.00 p.m.
Ar. CHICAGO. 7.45 a.m. 9.05 p.m.

TORONTO (YONGE ST.)
Lv. Windsor Street 10.50 p.m. daily.
Compartment—Observation, Standard Sleepers and Coaches.

HOMESEEKERS' EXCURSIONS.
Tuesday, October 27th. Tickets good for Sixty Days
Winnipeg, Edmonton, and Int. Stations. 9.45 p.m.

WEEK-END TICKETS NOW ON SALE.

QUEBEC SERVICE
NOW IN EFFECT.
19 a.m., \$1.30 p.m., and \$1.130 p.m.
1 Except Sunday. *Daily.

TICKET OFFICES:
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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.

HOMESEEKERS' EXCURSION.
Tuesday, October 27th.
Round Trip Tickets to Western Canada, via Chicago on sale at very low fares. Tickets are good for two months.

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Windsor Hotel Phone Main 8123
Bonaventure Station Phone Up. 1131
—Main 8221

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DIRECT SERVICE TO L'EPHANE, JOLIETTE, SHAWINIGAN FALLS, GRAND MERE, PORTNEUF, AND QUEBEC.

WHERE TO HUNT?

ST. PAULIN, LA TUQUE
LAKE EDWARD,
MONTFORT, HUBERDEAU.
Write for Booklet.

ADMIRALTY ISSUES STATEMENT OUTLINING PLANS FOLLOWED

London, October 24.—The Admiralty has issued a statement outlining the steps that are being taken to round up eight or nine German cruisers at large in the Atlantic, Pacific and Indian oceans. These cruisers include the Emden, which has sunk or captured 20 British vessels to date in the Indian ocean, and the Karlsruhe, which has taken 13 British ships in the Atlantic. The statement says:

"Searching for these vessels and working in concert under various commanders-in-chief, are upwards of 70 British, Australian, Japanese, French and Russian cruisers, not including auxiliary cruisers. Among these are a number of the fastest British cruisers.

"The vast expanse of seas and oceans and the many thousands of islands offer almost infinite choice of movement to the enemy's ships. In spite of every effort to cut off their coal supply, it has hitherto been maintained by one means or another. In the face of increasing difficulty the discovery and destruction of these few enemy cruisers therefore is largely a matter of time, patience and good luck. The public should have confidence that the commanders-in-chief and the experienced captains serving under them are doing all that is possible and taking the best steps to bring the enemy to action.

"Our commanders so far have been occupied in very serious and important convoy duty, but this work has somewhat lessened and the number of searching cruisers is being continually augmented. Meanwhile merchant ships must observe the Admiralty instructions, which it is obviously impossible to specify, and use all the precautions which have been suggested. On routes where these instructions have been followed they have so far proved very effective. On the other hand, where they have been disregarded, captures have been made. The same vastness of the sea which has so far enabled the German cruisers to avoid capture, will protect trade.

"The only alternative to the methods now adopted would be the marshalling of merchantmen in regular convoys at stated intervals. So far it has not been thought necessary to hamper trade by enforcing such a system."

SHIPS RESUME MONTREAL SAILING DATES.

The White Star-Dominion Line announces the resumption of sailings commencing with the "Megantic" from Liverpool, October 24, from Montreal, November 7. S.S. "Canada" from Liverpool, October 21, from Montreal, November 14. The "Laurentic" from Montreal, November 7 from Liverpool, November 21st from Montreal, November 14.

The announcement of this schedule will be welcome news to intending passengers and shippers, as the "Laurentic" and "Megantic" are the largest steamers from Canada, and the last word in shipbuilding. The Christmas sailings are also announced from the S.S. "Arabic" sailing from Portland, December 2nd, Halifax, December 3rd.

This steamer will make a noteworthy addition to the Christmas fleet, as she is the largest one-class cabin (11) steamer afloat, and has a reputation for "being as steady as a rock." She will be followed by the S.S. "Canada" from Portland, December 12th from Halifax, December 13th.

Endowments of the Mutual of Canada

Deflected speculators in mining stocks, real estate, oil shares, etc., bestrew the landscape and autumn leaves these days. Their hopes have been "thick in the blast."

The lucky man-to-day is the one who invests money in Mutual Life Endowment policies! Each \$100.00 invested has produced all the interest from \$17.00 to \$183.00, according to the term of investment, exclusive of the insurance feature. Mutual Life endowments are the very thing to hold to BELL in days of panic and in war-time.

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Over \$11,000,000 Invested in Canada.
FIRE AND ACCIDENT Risks Accepted.
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AS AT 31st DECEMBER, 1913.
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Life Fund and Special Trust Fund. 69,826,000
Total Annual Income Exceeds. 42,500,000
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Applications for Agencies solicited in unrepresented districts.
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W. S. JOPLING, Asst. Manager.

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Canada Branch, Montreal:
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North-West Branch, Winnipeg:
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Solid as the Continent.
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Insurance in force over. \$52,000,000.00
Assets. 14,043,314.61
Reserve. 1,781,117.41
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