

# CUNARD ANCHOR ANCHOR-DONALDSON

## REGULAR SERVICES

<b>MONTREAL—GLASGOW</b>		
Sept. 11	Oct. 16	Nov. 20
Sept. 25	Oct. 30	Nov. 13
		.....Cassandra
		.....Saturnia
<b>N.Y.—GLASGOW (Via Moville)</b>		
Sept. 11	Oct. 9	Nov. 6
		.....Columbia
<b>NEW YORK—LIVERPOOL</b>		
Sept. 14	Oct. 9	Nov. 6
Sept. 14	Oct. 23	Nov. 20
Sept. 25	Oct. 23	Nov. 20
		.....K. Aug. Vict.
		.....Vauban
		.....Carmania
<b>N.Y.—PLY. CHER. &amp; LONDON.</b>		
Sept. 18	Oct. 21	Nov. 25
		.....Caronia
<b>N.Y.—CHERBOURG, SOUTHAMPTON</b>		
Sept. 2	Sept. 30	Oct. 28
Sept. 9	Oct. 7	Nov. 11
Sept. 21	Oct. 12	Nov. 2
		.....Mauretania
		.....Imperator
		.....Aquitania
<b>N.Y.—NAPLES, DUBROVNIK AND TRIESTE</b>		
Oct. 30	Dec. 9	
		.....Saxonia
<b>N.Y.—PATRAS DUBROVNIK &amp; TRIESTE</b>		
Sept. 1		
Sept. 23		
		.....Calabria
		.....Italia

For rates of passage, freight and further particulars apply to local agents or

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GAS COALS

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## Transportation Routes Undergoing a Re-Alignment.

(Continued from Page 6.)

source of bituminous coal supply along the Pacific coast the international exchange of coal between Canada and the United States will not be so humiliatingly lop-sided as is the case now.

There seems therefore emerging from today's readjustments a possibility that at some point in the Canadian West, perhaps not far from the Saskatchewan-Albertan border, there will be discernible the "water-shed" of traffic, from which on one side the stream will flow to the Pacific ports, and on the other side to the Atlantic ports of the Dominion. The shipment of manufactured articles from the East to the three provinces of Saskatchewan, Alberta and British Columbia will lessen as the coalfields provide a domestic source of articles that now originate so largely in the East, and to the southwards, and instead of being exporters of wheat and beef, and importers of mostly everything else, the prairie provinces and British Columbia will become exporters of manufactured articles, in addition to agricultural products, and importers of very little.

The one drawback to industrial eminence in the prairie provinces is the apparent lack of an iron-ore deposit. It is a little too soon, however, to assume that such a deposit may not yet be discovered within transportable range of the western coalfields. In British Columbia this difficulty is not so marked, and, on Vancouver Island, the necessary conditions for iron smelting and steel manufacture seem to be present.

The inadequacy of rail transportation in North America is generally admitted at this time, and whether it is a breakdown of executive or operating conditions, or simply a reflex of social adjustments, it is difficult to form an opinion, but it is probably a combination of them all. Leaving this aside, the condition of rail transportation is causing much speculation on modes of improvement, prominent among which are proposals of electrification of steam roads, and long-distance motor-truck transportation, which is becoming more and more feasible with improvements of highways and truck design. It appears very likely that much development in both these directions will take place in the immediate future. The marked increase in motor manufacture in Canada shows that our manufacturers are reading the signs of the times, and this field has many possibilities in Canada, and is of interest to the steel trade in particular.—From Iron and Steel of Canada.

Halifax, N.S.—First cutting hay crop in Annapolis Valley equal to last year, which was twenty-five per cent above normal. Indications are that price will remain high for another year, and farmers having good crop this year will profit handsomely from cutting.

Calgary, Alta.—Keen demand for Alberta cattle on the United States markets is the report of A. A. Walters, of Walters & Dunbar, Livestock Commission Merchants of Chicago. This demand expected to increase in about thirty days when farms have harvested their corn. "Canadian cattle", Mr. Walters declared, "are pre-eminently suited for furnishing purposes. They will withstand the winter better than those from the Southern States and there is no doubt that stock raisers on the other side of the line will be able to absorb at good prices all the feeders and stockers that Alberta can supply."

Vernon, B.C.—The price of 23 shillings and sixpence for a forty-pound box of British Columbia apples, fixed by the British Ministry of Food, and to operate after November 15, will be attractive to the Okanagan fruit growers. It is estimated 300 cars of apples will be shipped to the United Kingdom from the valley this fall.

### DIVIDEND NOTICE.

#### Canadian General Electric Co., Limited. Common Stock Dividend No. 85.

Notice is hereby given that a Quarterly Dividend of two per cent for the three months ending the thirtieth day of September, 1920, being at the rate of eight per cent per annum, has been declared on the Common Stock of the Company.

#### Preference Stock Dividend No. 49.

Notice is also given that a Half-yearly Dividend of three and one-half per cent for the six months ending the thirtieth day of September, 1920, being at the rate of seven per cent per annum, has been declared on the Preference Stock of the Company.

The above Dividends are payable on and after the first day of October, 1920, to Shareholders of record at the close of business on the fifteenth day of September, 1920.

By Order of the Board,

W. H. NESBITT,

Secretary.

Toronto, August 26th, 1920.

#### The Bank of Nova Scotia. DIVIDEND NO. 203.

Notice is hereby given that a Dividend at the rate of four per cent. on the paid-up Capital Stock of this Bank has been declared for the quarter ending September 30th next and that the same will be payable on and after Friday, the first day of October next, at any of the offices of the Bank, in Canada.

The Stock Transfer Book will be closed from the 16th to the 30th proximo, inclusive.

By order of the Board,

H. A. RICHARDSON,

General Manager.

Halifax, N.S., 13th August, 1920.

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