

# The War Day by Day

1914:  
 June 28—Archduke Francis Ferdinand assassinated.  
 July 23—Austria sends ultimatum to Serbia.  
 July 31—Russia orders general mobilization.  
 August 1—Germany declares war on Russia—French Cabinet orders general mobilization.  
 August 2—German forces enter Luxembourg—Germany addresses ultimatum to Belgium demanding free passage for her troops.  
 August 4—England sends ultimatum to Berlin, demanding unqualified observance of Belgian neutrality—Germany rejects ultimatum—German troops begin attack of Liege—President Wilson issues proclamation of neutrality.  
 August 5—England announces existence of state of war with Germany—President Wilson tenders his good offices to the warring nations.  
 August 7—Germans enter Liege—French invade southern Alsace.  
 August 8—Italy reaffirms neutrality.  
 August 15—Austrians enter Servia—Japan sends ultimatum to Germany.  
 August 17—British expeditionary force completes its landing in France—Beginning of a five days' battle in Lorraine, ending in repulse of French across frontier with heavy loss—Beginning of five days' battle between Servians and Austrians on the Sava, ending in Austrian rout.  
 August 20—Germans enter Brussels—Belgian army retreats on Antwerp.  
 August 23—Germans enter Namur and begin attack on Mons—Austria announces victory over Russians at Krasnik.  
 August 24—British begin retreat from Mons—Zeppelin drops bombs into Antwerp.  
 August 25—Mullhausen evacuated by the French.  
 August 27—Louvain burned by Germans—Japanese blockade Tsing-tau.  
 August 28—British fleet sinks five German warships off Heligoland.  
 August 29—Russians defeated in three days' battle near Tannenberg.  
 September 2—German advance penetrates to Creil, about 30 miles from Paris, and swings eastward—French centre between Verdun and Rheims driven back—Seat of French Government removed to Bordeaux.  
 September 3—Russians occupy Lemberg.  
 September 5—Battle begins south of the Marne and east of Paris in which the German right wing is pushed back, followed by a general retreat.  
 September 7—Mauvege taken by the Germans.  
 September 12—German retreat halts on the Aisne.  
 September 16—Belgian commission protests to President Wilson against German "atrocities."  
 September 20—Germans bombard Rheims and injure the famous Cathedral.  
 September 22—German submarine sinks British cruisers Aboukir, Cressy, and Hogue in the North Sea—Russians capture Jaroslavl and invest Przemyel.  
 September 24—British troops from India land at Marselles.  
 September 25—Germans begin siege of Antwerp.  
 October 2—End of week's battle at Augustow in which the Germans are defeated and forced out of Russian territory.  
 October 5—Belgian Government removed from Antwerp to Ostend.  
 October 7—Bombardment of Antwerp begins—Japanese seize Caroline Islands.  
 October 9—Antwerp occupied by the Germans.  
 October 12—A Boer commando in the Cape Province mutinies.  
 October 13—Belgian Government transferred from Ostend to Havre.  
 October 14—Allies occupy Ypres—Battle begins on the Yser.  
 October 15—Ostend occupied by the Germans.  
 October 16—British cruiser Hawke sunk by German submarine.  
 October 18—Belgian army effects junction with Allied left, battle on from Channel coast to Lille.  
 October 20—English gunboats participate in battle at Neuport on Belgian coast.  
 October 24—Ten days' battle before Warsaw ends in German defeat.  
 October 27—South African sedition spreads. Gen. De Wet in revolt—Russians pursue retreating Germans and re-occupy Lodz and Radom.  
 October 28—Berlin admits retreat from Warsaw and Lvov.  
 October 29—Turkey begins war on Russia by naval attacks on Odessa, Novorossysk, and Theodosia in the Crimea.  
 October 30—Col. Maritz, rebel leader in Cape Province, beaten and driven out of the colony.  
 November 1—A squadron of five German cruisers, including the Geseisau and Scharnhorst, defeat a British squadron off Coronel, on the coast of Chile—Turks bombard Sebastopol.  
 November 3—German submarine makes a raid to British coast near Yarmouth.  
 November 4—German cruiser Yorck strikes mine in Jade Bay and sinks—Heavy fighting around Ypres.  
 November 5—England and France declare war on Turkey—Dardanelles forts bombarded—Russians re-occupy Jaroslavl.  
 November 6—Tsing-tau surrenders to the Japanese.  
 November 7—Russians reach Pleschen in Bilecia and enter East Prussia.  
 November 10—The Enten defeated, and forced ashore at North Keeling Island in Bay of Bengal, by Australian cruiser Sydney.  
 November 11—Germans capture Dixmude—German submarine sinks British gunboat Niger off Deal.  
 November 12—Russians occupy Johannsburg in East Prussia—Russians defeated in Viotslav.  
 November 13—Russians defeated at Lipno and Kutno—Battle in Flanders attains climax with charge of the Prussian Guard against Ypres.  
 November 14—The Sheikh-ul-Islam at Constantinople proclaims a Holy War against the Allies—British House of Commons votes a war loan of £225,000,000.  
 November 19—House of Commons votes a new army of 1,000,000 men—More than 1,000,000 men already under arms, exclusive of Territorials—Germans pierce Russian centre south of Lodz.  
 November 26—British battleship Bulwark destroyed by explosion in the Medway River—Germans break through Russian circle near Lodz.  
 December 1—German Reichstag votes new credit of five billion marks—King George visits the army in Flanders.  
 December 2—Austrians take Belgrade by storm—Gen. De Wet captured.  
 December 3—London War Office announces landing of Australians and New Zealanders in Egypt—Italian premier in Parliament finds no reasons for a change of policy—Servians turn on Austrians in three days' battle which ends in a notable Servian victory.  
 December 6—Germans occupy Lodz.  
 December 7—French attack to the north of Nancy repulsed.

December 8—The German squadron under Rear-Admiral von Sproe is attacked in the South Atlantic off the Falkland Islands by a British fleet under Admiral Sturdee, and the cruisers Scharnhorst, Geseisau, Leipzig and Nurnberg are sunk—British occupy Busorah, in Asia Minor.  
 December 9—Gen. Beyers, Boer leader, killed at the Vaal River.  
 December 10—The Goeben bombards Batum.  
 December 13—British submarine sinks the Turkish battleship Mesudieh in the Dardanelles.  
 December 14—The Breslau bombards Sebastopol—Servians capture large Austrian forces.  
 December 15—Austrians evacuate Belgrade.  
 December 16—German cruisers bombard Scarborough, Hartlepool, and Whitby on English coast.  
 December 17—Berlin announces general Russian retreat in Poland—Survivors of Emden captured.  
 December 18—Egypt proclaimed a British protectorate—Gen. Botha regards Boer rebellion at an end.  
 December 22—French Parliament assemblies; Premier Viviani declares war to the end.  
 December 23—French Chamber votes war credit of eight and a half billion francs.  
 December 25—British naval and aerial raid against Cuxhaven—Russians defeat Austrian army at Turoh near Tarnow—German offensive in Central Poland halted—Italian marines occupy Avlonia.  
 December 28—French occupy St. Georges near Neuport.  
 1915:  
 January 1—British battleship Formidable sunk in the Channel.  
 January 3-4—French capture Steinbach, east of Thann.  
 January 3-4—Russians win decisive victory over Turks in the Caucasus at Sarikamysch and Ardahan—Russians overrun Bukovina and enter Carpathian passes.  
 January 8—French advance across Aisne north of Soissons.  
 January 10—German aeroplanes bombard Dunkirk.  
 January 12—Turks occupy Tabriz—Count Berchtold resigns.  
 January 14—French driven back across Aisne River, east of Soissons, after a week's battle—Russian advance in Mtava region.  
 January 15—British victory at La Basse reported, Germans being forced back one mile. The French cut off from reinforcements by floods, driven back at Soissons.  
 January 16—French partly retrieved losses—News of gallant bayonet charge by Princess Patricia's Infantry reached the outside world.  
 January 17—Russian official statement told of extermination of 11th Turkish army corps.  
 January 19—German Zeppelins raid England killing four civilians and damaging property with bombs.  
 January 20—British Government refuses to guarantee "Dacia" will not be seized but offers to buy cargo or deliver it.  
 January 24—British fleet under Vice-Admiral Sir David Beatty defeated German squadron in North Sea, sinking the battle-cruiser Bluedor, and the light cruiser Kolberg.  
 January 25—Russians occupy whole of Jacobini district in Bukovina after temporary retreat and loss of entire regiment. Strong German army defeated in second battle of La Basse.  
 January 26—All stocks of wheat in Germany seized by Government.  
 January 28—First fighting in Egypt near Suez Canal reported.  
 January 30—German submarine U-31 sank three British steamers in the Irish Sea, and two others sunk in the English Channel.  
 February 2—British again repulsed Germans at La Basse, and advanced. British fleet ordered to treat cargoes of grain and flour consigned to Germany and Austria as conditional contraband.  
 February 3—British Parliament, at opening of session, decided to confine itself to Government measures.  
 February 4—Announcement made that finances of Britain, France and Russia for the purposes of the war will be pooled.  
 Feb. 6—British liner Lusitania arrives at Liverpool flying American flag.  
 Feb. 8—British Government introduces "blank cheque" budget providing for army of 3,000,000 men. Turks driven back from Suez Canal with heavy losses.  
 Feb. 9—Russians begin to evacuate Bukovina before Austro-German advance.  
 Feb. 10—U. S. Government sends note to Britain pointing out danger of using neutral flag and note to Germany warning against menacing lives or vessels of Americans—Canadian budget provides for tariff increases of 7½ per cent. and 5 per cent preferential.  
 Feb. 12—British aviators raid Ostend and surrounding districts, damaging submarine bases.  
 February 13—Russian retreat in East Prussia announced.  
 February 16—Announcement made that between 300,000 and 600,000 of new British army, including Canadian contingent, have landed in France. Forty Allied aeroplanes attacked German positions on Belgian coast.  
 February 17—Britain's complete reply to American note on shipping question made public, Britain pointing out that the United States troubles were due to German mines, and not British navy.  
 February 18—German "war zone" edict goes into effect.  
 February 22—First American ship, the Evelyn, sunk by German mine.  
 February 23—Allies announce that retaliatory measures will be adopted against submarine blockade. German advance turned by Russians in the eastern theatre.  
 February 24—Loss of British armed merchant cruiser Clan MacNaughton with 280 men announced.  
 February 25—Outer Dardanelles forts reduced by allied fleets.  
 February 26—Russians defeat Germans in Prasnayz region. Wreckage picked up near Christiananand indicates loss of German submarine U-9.  
 February 28—Dacie arrested by French cruiser.  
 March 1—Agreement said to have been reached between Allies, giving Russia future free passage through Dardanelles. Great Britain announces that Germany will be blockaded.  
 March 4—German submarine U-8 sunk by Dover flotilla.  
 March 6—Russian Black Sea fleet sails for Bosphorus forts.  
 March 7—Greek cabinet resigns on account of war policy.  
 March 9—Three British steamers sunk by submarines.  
 March 10—German submarine U-12 sunk. British win important victory near La Basse. German converted cruiser Prinz Eitel Friederich arrived at Newport News.



HON. FRANK COCHRANE, Minister of Railways and Canals, who has tabled the annual report of the Railway Department. Mileage in Canada increased last year by 1,491 miles, and now stands at 30,795 miles.

## The Charter Market

(Exclusive Leased Wire to Journal of Commerce)  
 New York, March 13.—A limited amount of chartering was reported in the steamer market, the feature being the fixtures of two medium sized boats for timber cargoes from the Gulf at the highest rates ever known, one to South Africa at 27s 6d, the other to the River Plate at 28s, both April delivery. There is a good general demand for tonnage for April, and some inquiry for later loading, but tonnage is difficult to obtain, owing to its scarcity, even at the extreme rates prevailing. Charterers are also in the market for sail tonnage for coal and lumber cargoes to South America, West Indies, etc., but very few suitable vessels are to be had, even though very attractive rates are bid. In the coastwise trades freights offer moderately, but rates are very firm. Chartered—Grain—British steamer Southerndown, 50,000 quarters oats, from Newport News to West Coast Italy, 88 9d, March.  
 Lumber—Belgian steamer Jerhandel, 2,923 tons, from the Gulf to South Africa, with timber, 327s 6d, April.  
 British steamer Weyvoe, 1,913 tons, from the Gulf to the River Plate, 285s, April.  
 Schooner Gladys, 645 tons, from St. Marys to New York, with lumber and boards, \$6.75 and \$6.50 respectively.  
 Coal—Schooner Orleans, 605 tons, from Norfolk to Maranhao, Brazil, p.t.  
 Schooner Edward J. Lawrence, 2,483 tons, from Philadelphia to Guantanamo, at or about \$2.50.  
 Miscellaneous—British steamer Birkhal, 2,731 tons, United States and Mediterranean trade, three round trips, basis about 11s 9d, April.

## DISAPPEARANCE OF U.S. EXPRESS AIDED SIMILAR COMPANIES

Perhaps 90 Per Cent. of Total Increase of Three Concerns Due to New Territory Acquired in This Way.

Boston, Mass., March 13.—The Adams, American and Wells-Fargo Express companies, in five months to Dec. 1 handled gross business of \$30,426,315, but were not able to preserve more than \$129,791 for net revenues, and this figure in turn was reduced to a deficit of \$319,188 in order to meet five months' taxes, which amounted to \$448,979. Taxes showed an increase of \$55,641, or 12 per cent.

Company	1914	1913	Inc.	P.C.
Adams	\$14,596,500	\$14,882,297	\$285,796	+2.0
American	19,889,305	18,614,418	1,274,887	6.7
Wells-Fargo	15,990,510	13,840,010	2,150,500	15.5
<b>Total Operating Revenue</b>				
Adams	\$7,237,367	\$7,289,228	\$51,871	+0.7
American	10,859,810	10,310,874	548,936	5.7
Wells-Fargo	8,108,947	7,220,143	888,803	12.3
<b>Total Operating Expenses</b>				
Adams	\$7,745,207	\$7,135,321	\$609,875	8.3
American	10,745,466	9,932,481	812,985	+8.0
Wells-Fargo	7,620,159	6,376,907	1,243,252	19.5
<b>Net Operating Revenue</b>				
Adams	\$135,307	\$145,307	\$10,000	+7.0
American	124,149	127,807	3,658	+2.9
Wells-Fargo	300,308	451,236	+150,928	+35.6

It will be recalled that the above companies took over operating contracts of the United States Express Co., which ceased operations on June 30, 1914. This company operated over 33,400 miles covered by more than 100 separate contracts. American Express and Wells-Fargo each took over about 12,000 miles, and the remainder, excepting a small amount of mileage absorbed by Southern Express, was taken over by the Adams. All three companies acquired thereby valuable new territory, and it is the belief of operating officials that, except for this acquisition of territory, the showing of the express companies at present would possibly be even worse.

In the above tabular comparison, Adams Express stands out as having actually suffered a shrinkage in gross, notwithstanding acquisition of new territory, while the other two companies show measurable increases. While it would be difficult to ascertain what proportion of the increases shown by the American and Wells-Fargo is new business in old territory, it is probably safe to assume that the greater part of it, perhaps over 90 per cent. of the total increase, is business which came with the new territory acquired from the United States Express. In the case of the Adams the inference seems to be that such new business as came with its acquired United States Express territory, was not sufficient to offset the shrinkage in the revenues on its old business due to the lower commission rates.

So far as the position of Adams Express in net revenues is concerned, the explanation would seem to lie in the high percentages of operating privilege which that company has to pay to its two largest contract rail carriers—percentages which it is not able to measure up to because of those same low rates. These carriers are the Pennsylvania, to which it pays 56 per cent, and the Burlington, which receives 57½ per cent, between express companies and railroads has not been taken up by the Interstate Commerce Com-

## RAILROAD NOTES

The Pittsburgh Passenger Club has selected G. G. Truesdale, of the Illinois Central, as its president.

William Pelham has been appointed inspector of bridges and buildings on the Erie, the position being a new one.

The freight and passenger departments of the Colorado & Southern have been consolidated under H. A. Johnson.

Several bills have been introduced in the Texas Legislature to increase the powers of the State railroad commission.

The Delaware & Hudson has announced the promotion of Edward H. Dow from assistant to general baggage agent, in place of Cornelius E. Durkee, who retires after 50 years service with the company.

The insurance fund of the Baltimore & Ohio Southwestern, amounting to \$1,000,000 and maintained by the employes contributions, has been declared illegal in the State of Ohio by the court of Common Pleas.

## SHIPPING NOTES

The Panama canal is clear of slide, after closure since March 6.

Five British steamers will form a new line, sailing between Boston and Argentina.

There were 55 steam, sailing and unrigged vessels built in the United States during February.

The American navy will advertise next week for two dirigibles, not so large as zeppelins, and not of rigid type.

Carrying a cargo of 4,000 bales of cotton, the American barque Pass of Baltimore, New York for Bremen, was seized by a British battleship and taken into the port of Kirkwall, England.

Two submarines under construction for the United States navy at the yards of the Fore River Shipbuilding Corporation, Quincy, will be launched this month. The L3 will go overboard on March 15, and the L4 on March 29.

The Pennsylvania has acquired from the Chicago & Eastern Illinois, the Evansville & Indianapolis, which runs from Evansville to Terre Haute, 136 miles, and this obtains a terminal on the lower Ohio river.

Spokane jobbers expect that the railroads will give them even lower rates than specified by the order of the Interstate Commerce Commission permitting modifications due to competition by the Panama Canal.

Rates on clean rice will not be advanced five cents per 100 pounds by southeastern lines, as the result of opposition by the Boston chamber of commerce, the carriers west of the Mississippi concurring in the cancellation.

The Hocking Valley's suit to recover \$655 in demurrage charges from Swift & Co., for private cars on the tracks of the firm, has been sustained by the Ohio court of appeals, which affirmed a decision of the lower court.

An offer has been made by the Lackawanna to buy certain land in Buffalo for the re-location of a street at its appraised value in the event of the court of appeals holding that the terminal agreement of the railroad with the city is not legal.

While an advance in valuations makes the tax rate in Michigan for this year lower than it has been for a number of years, railroad and other public utilities will have to pay more taxes than ever because most of the higher valuations are upon their properties.

E. F. Blomeyer, formerly vice-president and general manager of the Chattanooga & Southern, has just been appointed traffic manager of the San Antonio, Uvalde & Gulf to succeed M. J. Hannam, general freight and passenger agent who has resigned, effective March 15.

Recently Louis W. Hill, chairman of the board and president of the Great Northern started on an automobile journey to the northeast from Minneapolis, Minn., and it is assumed that the Hill interests are still engaged in secret operations for new construction and a traffic agreement with the Western Pacific for the purpose of having more advantageous connection with San Francisco.

Senator Lougheed announced in the Senate that the G. T. P. objected to take over the National Transcontinental on existing terms and that the Government would temporarily operate the road, to give a service to settlers along the line and preserve the roadbed from spring freshets. The feeling is growing at Ottawa that the upshot will be that the line will eventually pass into the hands of the Government for permanent operation. In that case the Intercolonial would be linked up with the National Transcontinental and a through Government service from the Atlantic seaboard to Winnipeg. The only difficulty is that one of the most expensive parts of the N. T. R. is the section running from Lewis to Moncton, duplicating the Intercolonial in New Brunswick.

At the meeting of the Eastern Canadian Passenger Association at the Windsor Hotel yesterday, the following members were in attendance: Messrs. C. E. E. Usher, W. Stitt, E. Hebert, F. O. Hopkins, and R. Johnson, representing the C. P. R.; Messrs. W. S. Cookson, and A. A. Gardner, the Grand Trunk; Messrs. R. L. Fairbairn, and W. J. Morrison, the Canadian Northern; Messrs. J. F. Pierce, and L. O. Lyster, the Canadian Steamship Lines; Mr. John Hanley, the Central Vermont; Messrs. Neil Mooney, and F. T. Grant, the Rutland Road. The meeting lasted most of the day. The members were all of opinion that we might look forward to better business in the spring and summer—a better general business, which would be reflected in the increased travel which would be noticeable all over the continent.

The operating mileage of Canadian Railways increased 1,491 miles in 1914, their capital liabilities increased by \$276,990,069, 471,515 more passengers were carried, and 5,598,721 tons less of freight hauled. The operating mileage of Canadian railroads is now 30,795, as compared with 19,431 in 1904, or ten years ago. Quebec has increased her mileage by 57 miles during the year. The capital liabilities of operating railroads stood at \$1,898,820,761 on June 30, an increase of \$276,990,069 for the year. Cash paid to railroads reached a total of \$16,106,319 in 1914, of which the Dominion contributed \$15,582,059. During 1914 the railways carried 46,702,280 passengers, and 101,393,988 tons of freight. The average freight haul was 217 miles, the longest of any country in the world. Gross earnings aggregated \$248,083,539, or \$13,619,164 less than in 1914. There was also a decrease of \$3,036,431 in operating expenses. A total of 328 locomotives, 306 passenger, and 21,969 freight cars were added. During the past three years 77,032 cars have been added and complaints as to the car shortage have ceased. There were 159,142 employees of Canadian railways, \$111,752,972 was paid in salaries and wages.

mission, because the commission has regarded these in the nature of private agreements. In the course of the investigation into express company practices in 1913, however, the commission intimated that, in its estimate, a basis of 45 per cent. of total operating receipts for eastern territory and 50 per cent. for western territory would be a fair basis. The United States Express contracts, some 18 months later, were taken over on bases approximating these percentages. In the case of the Adams, it is reported that readjustments are actually under way with the Pennsylvania and the Burlington with a view to reducing payments to about 50 per cent.

It is officially stated that the change in the board of directors of the Hudson Navigation Co. which took place last week does not mean that Charles W. Morse will be ousted from the presidency of the company, but was done to give present big owners of the stock representation in the management.

Although British shipowners accepted the rates offered by the Admiralty for the hire of their vessels up to Dec. 31 last, they are asking more for the period since then on the ground that rates generally have risen. The question will be referred to arbitration.

The Intercolonial Transportation Co., recently incorporated, despatched its first ship, the American steamer Segurana to Rotterdam last week. This marks the beginning of a monthly service to Dutch and Norwegian ports, with more frequent sailing, if business warrants. The company will either build or buy its boats, but for the present will operate with chartered vessels.

The fear of German submarines and mines has apparently had little effect on passenger booking, beyond diverting traffic from North Atlantic steamers to steamers going via the Mediterranean, which port is only 12 hours from Paris by rail, and all steamers to the Mediterranean are sailing with full lists. Carrou and Ivan Caryll, the composer, sail on the Fabre liner "Sant' Anna" on March 22. Eugene Briens sailed on the "Roma" on March 8 and Ex-Mayor and Mrs. McClellan will sail on the "Patric" of the same line on March 25.

## GROSS EARNINGS OF UNITED STATES RAILROADS IMPROVED

New York, March 12.—The falling off in gross earnings of United States railroads, which has been noticeable for some time past, is steadily becoming less pronounced, the total of all roads making weekly returns to Dun's Review, from which reports have so far been received for February amounting to \$29,756,691, a decrease of 4.4 per cent., as compared with the same month a year ago. How great the tendency towards improvement has been during the past month is shown by the gain over January, December and November; the losses by these months being respectively 10.3, 11.6 and 12.9 per cent. In the south the only important system reporting improvement over last year is the Chesapeake and Ohio, the gain by that road being \$203,826. This, however, is far more than offset by the sharp contraction appearing in the returns of Southern, Louisville and Nashville, Mobile and Ohio, Alabama, Great Southern and Cincinnati, New Orleans and Texas Pacific, and to the losses on these roads the unfavorable comparison may be largely attributed. A number of lines in the west and southwest continue to report smaller earnings than a year ago, among them Missouri Pacific, Denver and Rio Grande; St. Louis Southwestern and Western Pacific, but in only one or two instances are the decreases large, and all display a tendency towards more normal conditions. On the other hand several leading systems report good gains, notably Colorado and Southern, \$34,809; Minneapolis and St. Louis, \$32,516; Missouri, Kansas and Texas, \$331,053; Texas and Pacific, \$20,637, and Toledo, St. Louis and Western, \$65,336.

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