

The War Day by Day

1914: June 28—Archduke Francis Ferdinand assassinated. July 23—Austria sends ultimatum to Serbia. 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 Serbia—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 Serbians and Austrians on the Jadar, 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—Muhlhausen 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 retire 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—Maubeuge 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 Hoque in the North Sea—Russians capture Jaroslav and invest Przemysl. September 26—British troops from India land at Marseilles. September 28—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 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 sunboats participate in battle at Neuport on Belgian coast. October 24—Ten days' battle before Warsaw ends in German defeat. October 27—South African rebellion spreads. Gen. De Wet in revolt—Russians pursue retreating Germans and re-occupy Lodz and Radom. October 28—Berlin admits retreat from Warsaw and Ivangorod. 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 Genslemau and Scharnhorst, defeat a British squadron off Coronel on the coast of Chile—Turks bombard Sebastopol. November 3—German squadron makes a raid to British coast near Yarmouth. November 4—German cruiser York 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 Jaroslav. November 6—Tsing-tau surrenders to the Japanese. November 7—Russians reach Pleschen in Silesia and enter East Prussia. November 10—The Emden 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 Vitolavsk. November 15—Russians defeated at Lipno and Kutno—Battle in Flanders attains climax with charge of the Prussian Guard against Ypres. November 16—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 24—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 9—London War Office announces landing of Australians and New Zealanders in Egypt—Italian premier in Parliament finds no reasons for a change of policy—Serbians turn on Austrians in three days' battle which ends in a notable Serbian 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 Spree is attacked in the South Atlantic off the Falkland Islands by a British fleet under Admiral Sturdee, and the cruisers Scharnhorst, Genslemau, Leipzig and Nürnberg are sunk—British occupy Bussorah, in Asia Minor. December 13—British submarine sinks the Turkish battleship Messudieh in the Dardanelles. Serbians 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 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 Tuchov near Tarnow—German offensive in Central Poland halted—Italian marines occupy Avlona. 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 Sarikamyah and Ardahan—Russians overrun Bukovina and enter Carpathian passes. January 8—French advance across Aisne north of Soissons. 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 Miawa region. January 15—British victory at La Basse reported. Germans being forced back one mile. The French cut off from reinforcements by Focies, driven back at Soissons. January 15—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 Bluecher, and the light cruiser Kolberg. 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. Turks driven back from Suez Canal with heavy losses. 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. 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 7 1/2 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 500,000 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, British 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 289 men announced. February 25—Outer Dardanelles forts reduced by allied fleets. February 26—Russians defied Germans in Przasnysz region. Wreckage picked up near Christiansand indicates loss of German submarine U-9. February 28—Dacia 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 Le Bassee. German converted cruiser Prinz Eitel Friedrich arrived at Newport News. March 12—Admiralty announces loss of auxiliary cruiser Bayano, with 150 men. March 14—German cruiser Dresden sunk. March 17—German cruiser Karlsruhe reported sunk. March 18—British battleships Irresistible and Ocean, and French battleship Bouvet sunk in Dardanelles action. March 21—Fall of Przemysl announced. March 24—Allied army landed on Gallipoli Peninsula. March 25—Admiralty announces German submarine U-29 believed to have been sunk.



HON. J. D. HAZEN, Minister of Marine and Fisheries. Buoy is now being placed on the St. Lawrence in preparation for the opening of navigation.

The Charter Market

(Exclusive Leased Wire to Journal of Commerce.)

New York, April 17.—The full cargo steamer market continued quiet, with only a limited demand prevailing for boats for either prompt or forward loading.

Coal freights continue to predominate, there being a good demand for carriers to South America and Mediterranean ports.

General cargo carriers are in moderate request but grain, cotton, case oil and lumber freights offer sparingly to all destinations.

Prompt boats are very scarce, and the offerings for May and later loading are limited, which fact serves to uphold rates upon a fairly steady basis in all trades.

In the sailing vessel market chartering continues light, due entirely to the scarcity of vessels suitable for offshore business of various kinds.

Tonnage is in steady demand for coal and lumber to South America, for lumber to Europe and for coal to the West Indies, and rates are in a very strong position, and tend higher.

Charters.—Grain.—Greek steamer Etlichia Vergotti (previously) 20,000 quarters, from Baltimore to a French Atlantic port, 2s. 6d., prompt.

Coal.—Norwegian steamer Rauma, 1,951 tons, from Baltimore or Virginia to lower River Plate ports, 39s., April.

British steamer Cardiff, 1,786 tons, same, option Rosario 40s., May.

British steamer Hopemoor, 2,375 tons, from Baltimore or Virginia to Savona, 48s., prompt.

British steamer St. Theodore, 3,176 tons, same, to Genoa.

British steamer Angler, 2,148 tons, same, to Leghorn.

British steamer Antonio, 1,663 tons, same, to Marseilles.

Lumber.—Schooner Hopé Sherwood, 522 tons, from Port Royal to New York, p.t.

Miscellaneous.—British steamer Oreland, 2,709 tons (previously), trans-Atlantic trade, 12 months 12s., deliveries United Kingdom, April.

British steamer Esington, 869 tons, from Sydney, C.B., to the United Kingdom, with wire nails, etc., p.t., April.

British ship Kirkcubrightshire, 1,482 tons, from New York to one or two ports Australia with general cargo 50 to 55s., June.

Schooner Rebecca R. Douglas, 339 tons, from San Andreas to Philadelphia with coconuts, p.t.

PULP COMPANIES OPPOSED TO INCREASED FREIGHT RATES.

On behalf of the Canadian Pulp and Paper Association, embracing companies whose tonnage comprises over 80 per cent. of all Canadian production, Mr. A. D. Huff, Traffic Manager of the Laurentide Company, entered a vigorous protest against the increase in freight rates as proposed by the railway companies operating in eastern Canada.

Mr. Huff claimed that not only was the industry in no condition to withstand advanced costs, there having been a steadily falling market and steadily rising costs of manufacture, but also, the rates as at present exist are entirely out of proportion with those for similar service rendered in United States pulp and paper manufacturers.

Mr. Huff adduced statistics in support of these contentions, which showed that since 1910 the contract price for news has fallen off by more than fifteen cents per hundred pounds, and other figures which showed the rate in mills per ton per mill in Canada as compared with competing United States centres was from two to five times higher.

CALGARY STREET RAILWAY EARNINGS SHOW A LARGE DECREASE.

Calgary, Alta., April 17.—The gross earnings of the Calgary street railway for the period from January 1 to March 31 of this year, three months, were \$135,965.98, a decrease of \$30,344.87 as compared with the gross earnings for the same period of last year, which were \$166,310.85.

The gross expenditure, however, shows a more than proportionate decrease, being \$109,483 for 1914, as compared with \$143,351.88 for the same period during the present year.

The deficit for the three months of January, February and March of this year totalled \$7,385.40.

The total earnings for last month by the street railway were \$46,157.22, as compared with \$56,606.70 for March of 1914.

The total operating expenses last month were \$52,185.54, as compared with \$47,480.43 for March, 1914.

March 26—Russians win victory, giving them dominating positions in Carpathians.

March 27—Over 130 lives lost when British steamers Falaba and Agula were sunk.

March 28—Russian Black Sea Fleet shells Bosphorus forts.

March 30—Clash reported between Italian customs officials and Austrian troops on frontier.

April 10—British steamer Harpalyc, first relief boat of New York State, and under charter to Belgian Commission, sunk by torpedo.

April 11—German auxiliary cruiser Kronprinz Wilhelm goes into port at Newport News.

April 14—Field-Marshal French gives British casualties at Neuve Chapelle as 12,811, and reports that disorganization of infantry was due to orders not being observed.

April 15—"Soldiers Vote" bill passed Dominion Parliament.

RAILROAD NOTES

Twelve armed bandits recently held up a New York Central fast freight train Buffalo, and escaped on four motor trucks loaded with merchandise valued at \$50,000.

On Friday next the Railway Commission will resume the hearing, at Hamilton, Ont., of the application of the railways for an increase of freight rates east of Fort William.

In order to relieve the congestion at Point St. Charles, the Grand Trunk Yards at Turcot and above the Lachine Canal, have been extended for a considerable distance beyond the original boundaries.

The Motive Power Department Apprentices of the Grand Trunk Railway, held their third annual dinner last night. There were 200 apprentices and men who had been apprentices present, together with a number of officials of the company. A very enjoyable evening was spent.

Some evidence of how wealthy persons have patronized Florida resorts during the past winter is shown by the fact that within a few days the Seaboard Air-Line hauled north no less than 27 private cars, said to be the largest number ever moved out of the state in a single season over one line.

The understanding is that Ohio railroads either will call a referendum, institute court proceedings or make a direct issue at the polls in 1916 of their movement to secure 2 1/2 cent passenger fares, if the legislature defeats the Thatcher bill, authorizing the higher rate, if permitted by the State Utilities Commission.

H. S. Ingram, chief operator in the Canadian Pacific telegraphs in Winnipeg, has been promoted to the position of inspector at Toronto. Mr. Ingram has been very popular during the many years he has been in the Winnipeg office, and before his leaving the staff presented him with a handsome travelling bag.

Lessees of grain elevators on the lines of the Katy and the Santa Fe, have been notified by these roads that hereafter the rental of the elevators will be six per cent. of the value of the property, with a minimum charge of \$12 per year—an increase of \$7 which has greatly aroused the ire of grain dealers affected by the situation.

Suit has been brought against the Pennsylvania by Peter Carney and his wife to recover \$1,500 damages for being put off a train while travelling from Ocean Gate, N. J., to Philadelphia, on August 3, 1913. They claim that when told they had wrong tickets they offered to pay any extra fare required, but the conductor put them off, compelling them to walk a long distance to the nearest station.

With the completion of a 35-mile extension of the Carolina, Clinchfield & Ohio between Dante, Va., and Elkhorn City, Ky., and its opening for traffic this month, Chicago will have a new direct connection with the road named. The extension pierces the Cumberland Mountains in the Clinchfield coal district and was built at an expense of \$150,000 per mile.

Mr. Timothy Mullin, C. P. R. city passenger agent at Toronto, has been appointed city passenger agent at Ottawa to succeed the late Mr. George Duncan. Mr. Mullin entered the service of the C. P. R. in 1904 as ticket clerk at Toronto. In 1906 he was made chief ticket clerk. In 1907 he was appointed to the position of city passenger solicitor there, and in 1913 he was made city passenger agent.

Mr. E. P. Sambrooke, a member of the Grand Trunk staff, who is shortly leaving for the front, was presented yesterday afternoon with a wrist watch by his fellow workmen. Mr. W. A. Pitt made the presentation on behalf of the clerical staff, and Mr. J. Hendry, of the Master Carpenter's Department on behalf of the men of that department, also presented Mr. Sambrooke with a complete razor set.

GRAND TRUNK PACIFIC.

The Grand Trunk Pacific Railway has declared its regular dividend of 1 1/4 per cent, payable May 17th, to shareholders of record April 30th.

ST. LAWRENCE CLEAR OF ICE.

Three Rivers, Que., April 17.—The St. Lawrence is clear of ice here; the first sea-going steamship is expected in about ten days.

RAILROAD EARNINGS STILL DECREASE BUT CONDITIONS IMPROVING.

New York, April 17.—Although there are numerous indications pointing to improving conditions, the gross earnings of the United States railroads making weekly returns to Dun's Review continue in moderate volume, the total of all roads reporting to date for the first week in April amounting to \$6,518,834, a decrease of 4.8 per cent, as compared with the corresponding period of a year ago.

The tendency towards improvement on the roads in the west and southwest is steadily becoming more pronounced, Missouri, Kansas & Texas, Missouri Pacific, Texas and Pacific, Colorado & Southern and several other lines showing moderate gains, and though Chicago Great Western, Denver & Rio Grande and St. Louis Southwestern, report a loss in every instance, it is comparatively slight.

On the other hand, practically all the more important systems in the south make a very indifferent exhibit, large decreases being reported by Louisville & Nashville, Southern, Mobile and Ohio, Cincinnati, New Orleans and Texas Pacific and others, indicating that the railroads in this section are still feeling the effects of the general depression that followed the outbreak of hostilities in Europe.

ST. ANDREWS, N.B.

Nature has done much for St. Andrews, New Brunswick. No prettier place can be found on the Atlantic Coast for a summer holiday. Here are two of the best golf courses in America. Here, also, the visitor finds a delightful bathing beach, excellent boating, numerous tennis courts and croquet lawns, an electric lighted bowling green, charming drives, and many other attractions. The golf links at Joe's Point, overlooking Passamaquoddy Bay, are unrivalled in North America. They are under the skillful care of John Peacock, a well-known professional, trained in the Royal and Ancient game at St. Andrews, in Scotland. The C. P. R. has just completed the reconstruction of the Algonquin Hotel, which is now one of the most attractive hotels in Canada. It will be opened for service on June 15th, and many well-known Montrealers have made reservations here for their vacation.

SHIPPING NOTES

The United States and Italia have arrived at New York and the Duca d'Aosta at Naples.

The liner Seminole, New York, for West Indian ports, ran aground near Soona Island, off the south-east extremity off Hayti.

The steamer Eglantine, of Newcastle, went ashore yesterday at Fliley, on the North Sea in the county of York, while being chased and endeavoring to escape from a German submarine. The crew of the steamer were saved.

The U. S. Department of Commerce is preparing regulations carrying into effect the provisions of the Seaman's Act which becomes effective as to American vessels on Nov. 4 next, and as to foreign vessels on March 4, 1916.

Helps Bros. & Co. announce that the trans-Atlantic service from New York to Naples, which was temporarily suspended, will be resumed next month. The steamer Dante Alighieri will sail from New York on May 6, June 17 and July 28.

The Canadian Pacific steamship Missanabia is due in Halifax at 3 o'clock this afternoon. The Argardroch which left England on April 1st, is expected soon, and the Manara, a little later. The Monmouth arrived in England Thursday.

The British steamer South Pacific, which in London despatches of March 31 was reported sunk in collision with an unknown vessel off Arran, an island off the west coast of Scotland, on the night of March 30, "came back from the dead" yesterday when she unexpectedly hobbled into quarantine.

The first boat to be locked through the Cornwall Canal this season was the Government steamer Alert. This is the earliest opening of navigation along this section of the St. Lawrence in twelve years. Six years ago navigation did not start until May 3, and a year later it was May 2. The first boat excursion of the season into the Port of Cornwall is announced for to-day.

Assurances were received from the Department of Marine and Fisheries by the lake steamship companies here that the Lachine Canal would be flooded again on Tuesday next, and be ready for navigation twenty-four hours later. Messrs. Laurin & Leitch, when asked how soon they could finish the sewer on which they have a large body of men now working in the bed of the canal, said yesterday that they could carry it across by midnight Wednesday if no water was turned into the canal in the meantime.

Up to yesterday the buoy-laying fleet of the Department of Marine and Fisheries had placed only spar buoys. Some gas buoys were placed yesterday, however, and more of them will be placed to-day. It is expected that all the buoys, both gas and spar, will be in position by Wednesday, April 21.

The following spar buoys were placed on April 15: Between Sorel and Vercheres: 5-M, 7-M, 8-M, 9-M, 10-M, 12-M, 14-M, 16-M, 17-M, 19-M, 20-M, 23-M, 24-M, 25-M, 26-M, 27-M, 28-M, 29-M, 30-M, 31-M, 32-M, 41-M, 42-M, 43-M, 45-M, 46-M, 47-M, 48-M, 49-M.

Between Vercheres and Point aux Trembles:—All buoys between 82-M and 135-M. Several buoys were also placed between Curve No. 1 and the Ile Raisin, the numbers of which have not yet been reported.

At Lake St. Peter Curve, No. 2, the centre light was put in position, and it was operated yesterday.

PENN. RAILROAD WILL EXPEND \$20,000,000 ON EQUIPMENT, ETC.

Philadelphia, Pa., April 17.—Penna. R. R. has announced it will go into the market for \$20,000,000 worth of equipment and materials for cars and locomotives, part of which will be built in its own shops.

The company will build 144 locomotives at Altoona shops. Bids will be asked for the building of 30 passenger cars and inquiries will be made on prices for material for 56 passenger cars which the company will build in its Altoona shops.

Bids will also be asked on the building of 5,643 freight cars and also upon material for building of 2,102 freight cars to be constructed in Altoona shops.

PORTO RICO RAILWAYS IN MARCH.

The Porto Rico Railways Company, Limited, makes the following comparative statement of earnings for March, 1914:—

Table with 3 columns: 1914, 1915, Dec. 9. Rows for Gross and Net for March and For three months.

CANADIAN NORTHERN EARNINGS.

Traffic earnings of the Canadian Northern Railway Company for the second week of April were \$342,480, a decrease of \$25,000, or 7 per cent. From July 1st last, gross totals \$1,070,100, a decrease of \$145,260.

London, April 17.—A significant fact in regard to Italy is that the Government is chartering a large number of ships for the transport of grain and fuel from America. This is again causing the prices of steamers to soar. One case is cited of a steamer purchased in June for \$37,500 and now re-sold for \$100,000.

RAILROADS.

CANADIAN PACIFIC HOMESEKERS' EXCURSIONS.

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