

CANADIAN GOVERNMENT RAILWAYS ISSUES LIST OF NEW REGULATIONS

The Canadian Government Railways—the Intercolonial Railway and the Prince Edward Island Railway—has issued the following passenger and station regulations:

1. Passengers who have not procured their tickets before entering the car shall pay to the conductor an additional sum of ten cents each, and the conductor shall issue to each of such passengers a "duplex ticket," showing the names of the stations from and to which the passenger is travelling, the date and class (first or second, as the case may be) being punched out. This ticket if properly punched, shall, on presentation by the holder at any ticket office of the line, entitle him to a refund of ten cents if a whole fare has been paid, and of five cents if a half fare.

Provided that the presentation of the duplex ticket for payment is made within one year from the date of issue of such ticket.

This regulation shall not be applicable to passengers boarding trains at stations where there is no station or other agent on duty or to passengers purchasing round-trip tickets.

2. Passengers are required to produce and deliver up their railway tickets to the conductor, or other person in charge of the train, whenever requested to do so by such officer. Should they refuse to do this, and to pay the proper fare, they may be removed from the train at or near a station.

Railway tickets shall only be available for the period stated thereon, and passengers shall not be permitted to travel on out-of-date tickets. Passengers presenting out-of-date tickets and refusing to pay the proper fare, whenever requested by the conductor or other person in charge of the train so to do, may be removed from the train, provided that a passenger shall not be so removed unless the place of removal is not more than half a mile distant from a station or not more than a mile distant from a dwelling house in sight of the place of removal and accessible therefrom, and that before such removal the train shall be stopped.

3. No persons other than employees and holders of duly authorized passes shall travel on the Government Railways without payment of the established fare, and any person contravening this regulation shall be liable to a penalty of \$50.00.

4. Passengers should provide themselves with tickets at least five minutes before the advertised time for departure of the train.

5. Express proprietors, dealers, agents or messengers holding commutation tickets shall not carry with them baggage or parcels for the purpose of their business, unless the freight for the same be prepaid at double first-class freight rates. In case of violation of this rule the ticket shall be forfeited.

6. No person shall be allowed to get into or upon or quit any car after the train has been put in motion or until it stops. Any person doing so or attempting to do so, has no recourse upon the Railway Department for any accident which may take place in consequence of such conduct.

7. Persons drunk or unable to take care of themselves shall not be furnished with tickets or be allowed to enter the cars or station premises, and if found in the cars or station premises may be removed.

8. Any person being drunk and disorderly to the annoyance of others, shall, if deemed by the conductor necessary, be subject to the authority and restraint of the conductor and liable to be kept in a separate place until the arrival at the next station where the passenger shall be left and may be, if considered expedient, delivered to the police and charged with the offence in the usual way.

9. Passengers must not in any case be permitted to occupy, to the inconvenience of others more seats than they have paid for.

Passengers are entitled only to the seat or berth space for which they have paid. Each passenger is permitted to carry with him (but for which the Railway assumes no responsibility) in coach, parlor or sleeping car, a small quantity of hand baggage only which will not incommode other passengers. Conductors will remove to the express or baggage car parcels or articles of baggage found in coaches which occupy too much space or inconvenience other passengers, and the owner will be required to pay at destination any charges necessary on same before receiving his or her property.

10. Passengers before they can have their baggage checked must show their tickets to the station baggage master.

11. Passengers can only have their baggage checked to the stations to which they hold tickets except in cases of passengers travelling on tickets allowing stopover privileges when baggage may be checked to any intermediate point.

12. Passengers, on arrival at their destination, must produce their duplicate check before their baggage can be delivered to them.

13. Coachmen, hackmen, carters, porters and runners for railroads, boats, stage lines and hotels, will not be allowed to solicit customers or passengers upon any of the trains, nor will they be allowed to enter stations, nor come upon the platforms on the arrival of the passenger trains, to solicit or influence passengers, but they shall stand in such places as directed by the station master, agent or policeman. Cattle dealers, butchers and market men, will not be allowed in the cars, station or freight houses, or upon the platforms, on the arrival of the trains, for the purpose of trading; nor will hawkers or vendors of newspapers, books, fruits, flowers, confectionery, and other such articles, be allowed in the cars, or upon the trains, nor to enter the stations, or come upon the platform for the purpose of disposing of the same, except by permission of the station master or conductor, under the authority of the superintendent.

14. Coachmen, hackmen, porters, holding checks will be admitted into the stations for the purpose of obtaining baggage, and they will also be admitted when taking baggage to the trains.

15. Private carriages, hacks, and baggage wagons, while waiting at the station for the arrival of the trains, are required to stand at, in, or near the station premises, as directed by the station master or policeman. Unnecessary noise, and obscene and abusive language are strictly prohibited.

16. All persons are strictly forbidden to walk upon the tracks of the railway, or trespass upon the railway premises.

17. Any person or persons who shall be guilty of any contravention or infraction of the foregoing Rules and Regulations numbered respectively six, seven, nine, thirteen, fifteen, sixteen, shall in addition to any forfeiture or penalty thereby imposed, be liable to be brought before a Magistrate or Justice of the Peace, in the District, County or place in which the offence may have been committed and to be fined a sum of not less than two dollars, nor more than twenty dollars for each separate offence, by virtue of "The Government Railways Act."

LUSITANIA REACHES LIVERPOOL. Liverpool, February 6.—Cunard liner Lusitania arrived here to-day.

RAILROAD NOTES

The Illinois Central ordered 1,000 refrigerator cars. The Baltimore & Ohio Railroad awarded contracts for 25,000 tons of steel rails.

Georgia railroads are putting on extra trains to handle freight.

Employees of German railroads donated \$75,000 toward the German war chest on the Kaiser's birthday.

Maine Central has entered the market with an order for 8,500 tons of steel rails.

The Moss Tie Co. of Mt. Vernon, Ill., will start work on an order of 250,000 chemically treated ties for the St. Paul road.

The Southern Pacific will permit a stopover of 10 days in San Francisco and Oakland, or Los Angeles but not both on one-way tickets through those points, from February 15 to Dec. 4.

Bondholders of the Grand Valley Railway Company met recently in Toronto at the office of the Trusts and Guarantee Company. The liquidator reported he had \$64,000 on deposit for distribution, which it was resolved to put into court and notify all conflicting interest to present their claims.

G. T. P. Railway announces new appointments on their Winnipeg to Watrous and Melville-Kenora branches. Mr. G. S. Cook, who holds the superintendency of these branches, is about to retire, and is to be succeeded by Mr. H. McCall, who will be located at Melville, Sask.

The Gulf, Florida & Alabama will bridge the Alabama river near Pine Hill, thus giving Birmingham, Ala., a new outlet to the Gulf of Mexico through Pensacola. As soon as it can cross the river the railroad mentioned will be able to connect with the Southern and traffic arrangements with the latter are now under negotiation.

The C. P. R. is to build a new wharf at St. John, N.B., in order to accommodate its Bay of Fundy steamers nearer the Union depot. The wharf and ship repair property have been taken over, and the possessing of this site for a wharf would enable the company to transfer passengers and freight grain train to boat, and vice versa, with the minimum of delay.

Lumber rates from points in Arkansas, Louisiana and other southern states west of the Mississippi river will go up two cents per 100 pounds, an average increase of 10 to 15 per cent. in rates. This is the result of a decision of the Interstate Commerce Commission giving approval to the advance. Hardwood lumbermen in cities along the Ohio and Mississippi rivers had protested against it. Such as are located in Memphis, Tenn., are the hardest hit. The higher rates affect not only hardwood, but gum and cotton wood because they are classed on the same basis. They do not have effect where they would exceed the present rates on yellow pine for the same haul and where the latter from specified groups of origin would be in excess by two cents.

As an evidence of the general participation by the South American Republics in the Panama-Pacific Exposition at San Francisco, it is noted that the New York Central Lines recently handled a train load of Argentine Republic exhibits from the Atlantic to the Pacific coast destined to the Exposition. This movement, which represents one of the largest exhibits from any foreign country, has been cited as an illustration of the fact that the railroads have not been, and are not likely to be entirely eliminated from the movement of trans-continental freight traffic. The nearer the date of opening of the Exposition is approached the more interest in the Exposition seems to develop throughout the country. Inquiries made of the railroads for information as to fares, routes, etc., are of record breaking proportions. If only one-tenth of the people who make such inquiries go to the Exposition the travel will far eclipse anything that was expected two months ago.

Foreign steamer, 3,100 tons, D. W. from an Atlantic port to Denmark or Sweden with general cargo, 65s. net form, February.

Foreign steamer, 3,800 tons, D. W., same, 61s. 6d., February.

Foreign steamer, 3,000 tons, D. W., same, 53s., April-May.

Foreign steamer, 2,800 tons, same, 52s. 6d., May 15th.

British ship Almsdale, 1,725 tons, from New York to one or two ports Australia, with general cargo, 42s., 6d., May.

New York, February 6.—An express on the Ninth Avenue Elevated was run into by a local train at 50th Street about 3.15 a.m.

The cars piled up on one another, but none fell off the structure. Several passengers were injured. Fire broke out, and the fire department and police department are working on the wreck.

PANAMA EXPOSITION WILL BENEFIT SOUTHERN PACIFIC

New York, February 6.—In some quarters the decline in Southern Pacific is attributed to selling by Pennsylvania Railroad of a part of its \$38,000,000 stock.

Officials of the Pennsylvania will not confirm this, but it has been officially stated that the requirements of the company for the coming year will be in the neighborhood of \$100,000,000. There is maturing in October \$50,000,000 bonds, and so far this year only \$49,900,000 has been raised recently by sale of 4 1/2 per cent. bonds.

Although the Southern Pacific's net for the first half of the fiscal year ended with December was \$3,101,241 less than in 1913, freight earnings for the first six months were as high as in 1913 in spite of the opening of the Panama Canal. This is credited to the development of Southern Pacific's territory.

With the opening of the Panama Pacific Exposition, passenger earnings are expected to rebound sufficiently to bring the year's net to about the 1913 level, when 7 1/2 per cent. was earned for the stock.

ESPECIALLY CONFIDENT REGARDING THE OUTLOOK FOR CANADA.

(New York Sun.)

Sir Thomas Shaughnessy, President of the Canadian Pacific Railroad, at the Ritz-Carlton, said he saw no reason why the United States, in the near future, should not enter upon an era of marked prosperity. He was especially confident regarding the outlook for Canada.

Regarding the reported intention of the Canadian Pacific to sell or lease its steamship lines, Sir Thomas said it was true that the company was forming a concern to take over its ocean steamships. Discussing the crop situation in Canada, Sir Thomas said: "With regard to the current year the area under crop is very largely in excess of anything we have ever had before in Western Canada. It is estimated by some that the additional acreage under crop is as much as 40 per cent., but, speaking conservatively, I should say we can safely count on a 20 or 25 per cent. increase in acreage, and this ought to produce a record crop."

"The only threatening feature in Canada now," he continued, "is the situation resulting from the wild and stupid railway policy which has been pursued there, exemplified by the construction of two additional transcontinental lines, almost entirely under the auspices of the Government, many years in advance of their time."

AMERICAN SHIPBUILDING IS ENJOYING SUBSTANTIAL BOOM

Washington, February 5.—Shipbuilding yards on the Atlantic coast are enjoying an unprecedented boom and to-day every one of the big plants is so busy that smaller plants are getting overflow and are crowded with work according to Captain C. A. McAllister, chief engineer of the Coast Guard.

Capt. McAllister has recently returned from Newport News where two coast guard vessels are being built and he says the plant there has enough work on hand to keep 4,500 men busy for two years and is likely to refuse additional construction work beyond the capacity of the plant. Captain McAllister says that prior to December 1, the shipyards at Newport News did not take a single construction order. To-day including two battleships and two coast guard cutters it is building 70,000 tons of new ships.

According to Captain McAllister, Cramps Ship Yard at Philadelphia is signing up contracts to crowd it with work and the Maryland Steel Co. yard at Sparrows Point and the Fore River Yard are all doing capacity work as well as the New York Shipbuilding Co. at Camden, and others.

RAILROAD PRESIDENTS ASK HIGHER PASSENGER RATES.

Springfield, Ill., February 5.—Fourteen railroad presidents presented to Gov. Dunne and members of the State Utilities Commission arguments to show why passenger rates in Illinois should be raised from two to two and a half cents a mile.

The hearing was the opening of the campaign of the transportation companies to obtain legislation permitting the increase of passenger revenues in Middle Western States.

Charles H. Markham, president of the Illinois Central, said the conference held at the suggestion of the Interstate Commerce Commission which, after its investigation to learn if an increase in freight and passenger tariffs was justified, and after granting an increase in freight rates, recommended that the railroads seek the amendment of the two-cent fare laws.

The income from passenger business in Illinois, Mr. Markham said, was at present so low that were it not for the freight business the lines could not operate. Commutation rates would not be affected by the proposed increase, he said.

The Charter Market

New York, February 6.—The full steam cargo market continues fairly strong in all departments and there are no indications of it easing off to any extent as there are plenty of orders in the market for fairly prompt boats, and a limited inquiry for tonnage for delivery up to as late as July.

The supply of available boats is light and is likely to continue so for some time to come, and rates are in a strong position, with all indications pointing to further advances for prompt delivery.

Sailing vessels continue in demand for off-shore business of several kinds, and although attractive rates are bid, chartering continues to be restricted by the scarcity of vessels of suitable class.

Charters.—Grain—British steamer Ongieby (previously), 25,000 quarters, from the Atlantic range to West Italy, or Sicily, 10s., prompt.

British steamer Salmonpool, 35,000 quarters, same, 10s. 3d., February.

British steamer Lynorta, 25,000 quarters, same to Rotterdam, 7s. 6d., February-March.

British steamer Kurdisian (previously), 25,000 quarters, from New York, to Marseilles, 7s. 9d., prompt.

British steamer Daleby, 26,000 quarters, same, from the Gulf, 10s., February.

Miscellaneous—British steamer Lady Carrington, 2,940 tons, from Savannah to Liverpool, or Manchester with cotton, 112s. 9d., February.

British steamer Talavera, 1,811 tons, same, 107s. 6d., February-March.

British steamer Watermouth, 2,763 tons, same to Havre, 150s., February.

British steamer Ormiston, 3,147 tons, from Galveston to Liverpool, or Manchester with cotton, 116s. 3d., March 10th.

Foreign steamer, 3,100 tons, D. W. from an Atlantic port to Denmark or Sweden with general cargo, 65s. net form, February.

Foreign steamer, 3,800 tons, D. W., same, 61s. 6d., February.

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"THE MOST DEPENDABLE PAPER"

A Prominent Kingstonian writes:—"I believe in your paper—it is the liveliest, most instructive and most dependable financial paper in the country."

BRITAIN ANNOUNCES HER POSITION TOWARD WILHELMINA.

Washington, February 6.—The British Embassy today announced the position of the British Government regarding the possible seizure of the steamer Wilhelmina.

The statement follows:—"The new German decree makes it evident that all grain and flour is to pass under control of the German government or to authorities under their control. This creates a novel situation and it is probable that if the destination and cargo of the Wilhelmina are as supposed, the cargo will, if the vessel is intercepted, be submitted to a prize court in order that the new situation created by the German decree may be examined and a decision reached."

"There is no question of taking any proceedings against the vessel and the owners will be indemnified for any delay caused to it and the shippers compensated for any loss caused by action of the British authorities."

"There is no truth in the statement made in the press that it has been decided that other consignments will be seized together with vessels without compensation for neutrals."

"The apparent intention, however, of the German government to sink merchant ships by submarines without bringing them into port or providing accommodation for crews and regardless of the loss of civilian lives has raised seriously the question whether Great Britain should adopt in retaliation more stringent measures against German trade."

SHIPPING NOTES

The G. T. P. steamer Henriette has completed her cargo of 300,000 feet of lumber for Prince Rupert. She has been loading on the Fraser River.

Following the new Berlin decree, a rumor was prevalent in Washington last night that the Germans had torpedoed the former Cunard liner Campania, in the English Channel. The Campania was said to have been acting as a troop-ship from England to France.

The Anchor Line has been advised from Glasgow that the new 14,000-ton steamship Tuscania showed a speed of 17 1/2 knots on her trials, held recently. Tuscania is scheduled to sail from Glasgow, February 6, for New York.

The Royal Dutch West India Mail Steamship Line has announced that beginning with the sailing of the steamer Prins Frederik Hendrik on February 9 and until further notice a surcharge of 23 1-3 per cent. will be charged on freight.

Work of securing the release of neutral and British cargo in German steamers tied up in Italian ports is progressing satisfactorily. A meeting of British owners of cargo on German ships in Italian ports have evolved a plan for reclaiming shipments in such vessels.

The British schooner Coquitlam City, the first sailing vessel to be built at Coquitlam, B.C., which made her maiden voyage from South Bend last spring, with lumber for Brisbane, has been chartered by the Canadian Trading Company for a return voyage to the Antipodes.

Steamship Rosalia, owned by the Societa Anonima di Navigazione Adriatica, has been attached in a suit brought against the owner by Laguna & Co., of Palermo, for \$200,000 damages for alleged breach of charter. The vessel is at present at Philadelphia. District Judge Thompson, to whom the libel in admiralty was presented, required the steamship company to furnish bond for \$125,000.

The Standard Oil tank ship Chester, which sailed from New York on January 2, for Rotterdam, was wrecked and abandoned in mid-ocean and her crew of about 35 were rescued by the American liner Philadelphia, according to a wireless message from the Philadelphia's captain. The Philadelphia, which left Liverpool last Saturday afternoon, was 1340 miles east of Ambrose channel lightship yesterday afternoon, and will probably not dock until Monday.

Shipbuilding yards on the Atlantic coast are enjoying an unprecedented boom. Big plants are so busy that smaller plants are getting the overflow, and are crowded to capacity, according to Captain McAllister, chief engineer of the Coast Guard. Among the big concerns that are doing capacity work are Cramps at Philadelphia, Maryland Steel at Sparrows Point, the Fore River yard, and the New York Shipbuilding Co. at Camden.

In addition to the special War Fund which has been raised by the Imperial Merchant Service Guild, and to which they invite contributions from their members and others, large amounts have been contributed by the captains and officers of merchant vessels to the Prince of Wales' Relief Fund. The Guild itself has contributed the sum of £200, and they have now received information from the secretary of the Guild of captains and officers who are serving in British ships on the Coast of China to the effect that though by reason of the Empire's commerce they have been unable to leave their vessels and go to the front they have, nevertheless, responded generously to the general appeal for funds which is now being made.

DULUTH SUPERIOR IN JANUARY.

The gross earnings for January of the Duluth-Superior Trading Company, totalled \$98,482, against \$101,289 during the corresponding month of last year. The decrease of \$2,806 is equal to 2.8 per cent.

POOR'S RAILROAD MANUAL IS OUT EARLIER THAN USUAL

Poor's Analyses (First Series) and Poor's Summary of Investment News have just been issued. These two volumes are new and present in bound form the daily and weekly parts of Poor's Manual Service for the nine months ending December 31, 1914.

Poor's Analyses contains the operation of 41 corporations—railroad, public utility and industrial—giving the facts in such manner that one may make estimates of the value of the securities. It includes also a special article: "Shall American Railway Credit be Destroyed?"

Poor's Summary of Investment News is a reprint of the news items that appeared in the Daily Summary from April 1 to December 31, 1914, inclusive. These items were taken from a large number of financial and daily papers in the United States and Canada, and are presented in condensed form in alphabetical order for quick reference. It supplements the information in Poor's Manuals.

Both books are adapted to the needs of those requiring reference works with recent information.

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C. P. R. PERFORMS REMARKABLE PEACE OF ENGINEERING WORK

Elevator With a Capacity of 1,000,000 Bushels and Weighing 20,000 Tons Was Placed on its Feet Once More.

When a object tips over, the obvious remedy is to right it again. When the object weighs a matter of 20,000 tons, this feat is not so easy. Its recent accomplishment in Manitoba, near Winnipeg, is rightly termed "a remarkable piece of engineering work" by a contributor to The Scientific American (New York). The job in question was to straighten up and replace in position an immense grain elevator which had settled on one side so that it was in serious danger of overturning.

This elevator consisted of sixty-five great circular bins, each 80 feet high, constructed of reinforced concrete, with a combined capacity of 1,000,000 bushels and estimated to weigh about 20,000 tons. Says the writer, in substance:—

"Owing to unforeseen conditions that developed in the subsoil beneath the structure, the great block of tanks, which were tied together by the reinforced construction into a single unit, began to settle on one side, and before any adequate preventive work could be applied, it had settled so far as to bury the low side of the structure to a depth of about forty feet in the ground, leaning over at an angle of about thirty degrees from the perpendicular."

"On account of the great weight of the structure and the surrounding conditions it was not considered feasible to jack it up into its original position, and another and simpler plan, which was also considered to be much safer, was adopted. But before any replacement could be undertaken it was necessary to prepare an entirely new and secure foundation."

"After shoring up the structure as securely as possible, the contractors began work on the high side of the building by driving a series of tunnels under it at intervals of fifteen feet. From these tunnels frequent excavations were sunk to bed-rock at frequent intervals. Altogether, seventy piers were required for the new foundations."

"The operation of returning the structure to its perpendicular position was not the ordinary one of simply jacking up the low side, but rather a process of rolling. That is, what may be termed a longitudinal axis was established somewhat to the low side of the center longitudinal line of the building, and while the low side was jacked up the high side was correspondingly lowered. The result of this process was to right the structure, but on the completion of the operation it rested at a lower level than that on which it originally stood."

"Rolling a large and heavy mass like this necessitates a most delicate operation, for its movement must be under perfect control at all times. Besides the powerful screw lifting jacks under the lower side, it is necessary to arrange another series of jacks and shoring under the high side, so arranged that the supports on this side could be gradually relaxed as pressure was applied on the other side of the building."

"Fortunately, the failure of the foundation did not extend to the large building adjoining the granary storage bins, which contains the power plant together with the elevating, handling, weighing and grain-cleaning machinery, and this was fortunate, as a similar settlement would undoubtedly have wrecked the mechanical outfit."

"In order to make good these defects extensive new foundation work was placed under the machinery building, which is about 180 feet high, and this included the construction of forty-four concrete piers extending down to bed-rock and the necessary work for transferring the weight of the building to these new supports. Taken altogether, it has been a most delicate and ingenious engineering feat which has saved for its owners a valuable and necessary plant."

MONTHLY INCOME PLAN. A deposit of \$1,688.92 per value Dominion Government in Great Canadian Securities.

WALTER I. JOSEPH, Manager. Province of Quebec and Eastern Ontario. Suite 502 McGill BLDG., MONTREAL.

LIMIT SEATING CAPACITY OF CARS.

The Toronto Railway is applying to the Ontario Railway Board for their approval of a by-law that the carrying capacity of a closed car be limited to 100 per cent. above the seating capacity. This by-law will be considered on Wednesday next.

The Carthaginian has arrived at Boston and Verona at Genoa.

STEAMSHIPS.

CUNARD LINE

CANADIAN SERVICE

Sailings from Halifax to Liverpool:— After Orduña (15,500 tons) Feb. 16th, 1 a.m. TRANSYLVANIA (15,000 tons) Feb. 22, 1 a.m.

For information apply to THE ROBERT REFORD CO., LIMITED, General Agents, 20 Hospital Street. Steerage Branch, 23 St. Catherine Street West.

RAILROADS.

CANADIAN PACIFIC

SNOWSHOE REUNION THREE RIVERS \$2.50

Good going Saturday, Feb. 6th. Return limit Monday, Feb. 8th. Lv. Place Viger 9.00 a.m., 1.30 p.m., 6.30 p.m., 11.30 p.m.

TICKET OFFICES: 141-143 St. James Street. Phone Main 812. Windsor Hotel, Place Viger and Windsor St. Station.

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British America Assurance Company. FIRE INSURANCE SINCE A.D. 1719. W. H. BROCK, President. W. H. MEKLE, Vice-President. PROVINCE OF QUEBEC BRANCH: Lewis Building, 17 St. John Street, MONTREAL.

THE LAW UNION AND INSURANCE CO. LIMITED OF LONDON. Over \$12,500,000 Invested in Canadian FIRE AND ACCIDENT Risks. 22 BEAVER HALL HILL, Montreal.

Commercial Union Assurance Co. of London. Largest General Insurance Company in the World. AS AT 31ST DECEMBER, 1913: Capital Paid up \$1,000,000. Reserve Fund and Special Trust Fund \$1,000,000. Total Annual Income Exceeds \$1,000,000. J. E. DICKSON, Canadian Manager. W. D. AIKEN, Superintendent.

AN IDEAL INCOME. Monthly Income Plan. A deposit of \$1,688.92 per value Dominion Government in Great Canadian Securities. WALTER I. JOSEPH, Manager. Province of Quebec and Eastern Ontario. Suite