STEAMSHIPS

From	From				
Southampton.	Montreal.				
Oct. 8AUSONIA	., Oct. 20				
Nov. 4 ASCA NIA					
Steamers call Plymouth E	astbound,				
Rates:-Cabin (II.), East					
AVIDANT A AFR AV					

SONIA \$51.26 up. ASCANIA, \$52.50 up. Class, Eastbound, \$32.75. Westbound, \$32.50. THE ROBERT REFORD CO. LIMITED ral Agents, 20 Hospital Street. Steerage Branch

GLASGOW PASSENGER AND FREIGHT

Oct. 17... LETITIA. The Head Office, 20 Hospital Street, should be consulted before booking passage for these sailings, as ac-

ound \$52.50 up. Third-class, eastbound and westbound, 133.75.

For all information apply to
THE ROBERT REFORD CO., LIMITED. General Agents, 20 Hospital Street. Steerage Branch. 488 St. James Street. Uptown Agency, 530

MONTREAL---LIVERPOOL HESPERIAN, Thursday, 8th October.

MONTREAL--GLASGOW

For all particulars apply:

H. & A. ALLAN

eter Street and 576 St. Catherine West; T. Cook & Son, 530 St. Catherine West; W. H. Henry, 286 St. James Street; Hone & Rivet, 9 St. Lawrence

The Charter Market

New York, October 10. The full cargo steamer Great cor. market shows increasing strength, due to the steady demand prevailing for tonnage and the light offerings Rent, bond same for prompt and nearby deliveries. The bulk of the demand continues to come from shippers of grain, coal, barrel oil and general cargo to European ports, and there is also more enquiry for deal and Dividends. 15,063,088 14,638,660 14,638,982 14,698,589 timber carriers. Freights in all other trades offer Surplus af. future. Rates are strong and quotably higher Dep. SS. for both prompt and forward loading, and owners are not, urging their boats up on the market even at the present basis of rates. A prompt boat obtained as fill for grain from the Gulf to picked ports of the United Kingdom, with the Mediterranean option at 4s 66. Several large boats were recently closed on Surplus for time charter for long voyage business, and another year top.

any of the several trades. Charters-Grain: British Steamer Atherstone, 28 Que quarters, from the Gulf to Dicked ports United Kingdom, 38 6d, option Mediterranean 48 6d, October: British steamer Askehall, 28,000 quaters (previous ly), from Montreal to French Atlantic ports, 3s 9d, option Genos 4s 3d, October.

British steamer Astmen, 20,000 quarters (previous-ly), from Montreal, to picked ports United Kingdom 3s 3d. option French Atlantic 4s, or Mediterranean 3s

Petroleum-British steamer Kish, 180,000 cases from Philadelphia to two ports of Japa nor Corea, 22 cents, option three ports 21% cents October.

Coal-italian steamer Gemma, 1,5% tons from Vir-

ginis to Brindisi, 13s 4%s October. more to Brindisi or Taranto, 13s 6d October.

British steamer St. Gothard, 1,799 tons from Baltimore to Pureto Padre and Sagua, p. mt., Drompt. oner James B. Drake, 991 tons, from Baltimor

to Galveston, p.t., Lumber Schooner Ella L. Davenport, 470 tons, from Satilla to Boston, p.t. steamer Skipton Castle,

430 tons, from New York to Australia and New Zealand with general cargo, pt., October November. British steamer, 6500 tong, d.w. from the Gulf of Liverpool, with seperal cargo, 10s 6d, with options October.

GREAT NORTHERN RAILWAY HANDLE LARGE CROP

hay Changes in Freight Rates Were Made puring the Year and These Were Mestly in the Way of Reductions in Revenuer Movem of Copper Ore Much Curtailed.

New York, October 10 .- In his annual report, Pres ent Hill, of the Great Northern, says in part: Last season's grain crop, approximately 133,000,000 bushels was the largest ever handled, excepting that for 1912 about 151,600,000 bushels. Iron ore movement de creased 2,246,470 tons, 14.0421 per cent., partly due to movement of copper ore from Butte to Black Eagle part of the fiscal year.

Number of passengers carried increased 604,186, 7.024 Der Cent., number of passengers carried one Upper St. Lawrence mile increased 46,010,290 or 7,5970 per cent, and average distance carried increased .373 miles, or .5233 Der Lower cent. Passenger revenue increased only \$65,874.08, showery. or .4346 per cent., as the average revenue per Dassen-the year, mostly to meet requirements of acts of winds; some showers in the western part, but most egislative bodies, or orders of railroad commissions, by fair nd were mostly in the way of reductions of re-

Many changes in freight rates were made during Monerel. ger mile decreased from 2.503 cents to 2.336 cents or thery winds, becoming much cooler.

Oct 31

167 cent, 68720 per cent. These decreases in revenue

Alberta—Northerly winds; fair and arise from abuses beyond the control of the company. Northern New Englad As a result of the decision in the "Minnesota rate day; Susday unsettled, commodation is rapidly being taken up. 'Phone Main cases," before referred to, passenger fares in Minnesota were reduced from 3 cents to 2 cents per mile July 21, 1913. On April 15, 1914, passenger fares in South Dakota were reduced from 3 cents to 21/2 cents 1 per mile. Interstate fares were adjusted on basis of F local fares May 1, 1914.

Taxes Heavily Increased Taxes have again heavily amount for the year is \$4,881,881, of which \$4,792. 478 is assignable directly to railway operations. This 6.3499 Der cent. of gross revenue, 16.5681 Der cent, of net revenue, and an increase of 12,0058 per cent. over the previous year. The federal income tax, which succeeded the former so-called corporation tax, is re-The federal income tax, which ponsible for a portion of the increase.

Total amount expended for equipment received inder contracts built and under construction at the company's shops, and for improvements and betterments to equipment in service, was \$4,152,680. Additions costing \$47,796 and betterments costing Third Class \$33.75 \$117.412 were made to properties of controlled Canadian companies, leaving as expended on propertie owned by the Great Northern Railway Company: Additions \$2,108,929

Betterments 3,550,409 Total ... 6,659,339
The company's roadbed, tracks and equipment has

been fully maintained, and greatly improved. Years' Figures Compared. Figures for the year ended June 30th, 1914, in detail

Figures for the part of the pa Gross . . \$75,473,869 \$18,692,767 \$66,197,819 \$61,257,633 exp. . 46.547,956 45.859,255 37,662.548 37,600,392 Net. . 28.9.25.012 49.000.000

Net. . 28,925,913 32,833,512 28,535,271 23,657,241 Outside net 159,251 121,523 115,859 205,359 Total net. 29,085,164 32,955,035 28,651.131 23,862,600 Paxes acrd 4,792,478 4.278,777 3,488,238 3,300,139 Net after (Exclusive Leased Wire to The Journal of Commerce.) taxes . 24,292,686 20,616,250 20,107,605 2,775,010

int., etc. 7,322,901 7,316,104 7,216,243 5,820,544

3,311,571 4,282,168 2,703,273 ged. Very little was done in charterinng in tal stock the previous year.

pacity for Speedy Transportation to Outlying

The Grand Trunk Railway is making many notable improvements in its suburban equipment. It able improvements in its suburban equipment. It crane Island, 32—Foggy, raining, northeast is putting into service larger locomotives, with increased hariage capacity and new passenger coaches of the most modern type.

Locomotive No. 1640, is one of the six new engines

just placed in operation between Montreal and sub-Blackheath. In 10,00 p.m. yesterday Kronprins Olav No. 1532, hitherto in use. The small engine weighs 134, 200 lbs. carries three tons of coal and 1,500 gallons of water, while the latest product of the Montreal Locomotive Works, Weighs 262,000 lbs., has a coal bunker capacity of five tons, and a water capacity of \$,500 gallons. With their increased lower the

new locomotives can handle the company's heavy suburban traffic with greater case and expedition.

The new passenger coaches just placed in operation are also causing much favorable comment. Solid Missanable Passengers.

The stamphin Missanable from Liverpool October 5 sensers. The interiors are finished in mahogany berind has on board the following passengers: Cabin, the facest quality of sanitary and cool rattan sensers, 465. Among the cabin passengers: They are electric-listed throughout—a very unusual feature in passengers sensers the following: Mr. and Mrs. Hanbury Buddon the latest type of grinking water tanks, with septiment and have the latest type of grinking water tanks, with septiment and have the latest type of grinking water tanks, with septiment and have the latest type of grinking water tanks, with septiment and have the latest type of grinking water tanks, with septiment and have the latest type of grinking water tanks.

Small sections are finished in mahogany with the facest quality of sanitary and cool rattangers. Heath Point, 416—Cloudy, strong case.

Heath Point, 416—Cloudy, strong case.

Heath Point, 416—Cloudy, southwest.

Heath P family, Mr. J. and Miss Okilyy, Mr. W. Prentice, all of the end of the cars are partitioned off and fitted with two longitudinal seats, where seating capacity for eight people is provided. There is a complete steel underframe. The vestibules, exceptionally

Cardinal Canal ont, October 16.—The stearner India, of the Montreal Transportation Company, bound for Montreal and loaded with fixty thousands bialhels of wheat, an aground at the head of Galops Canal at three pan. Coday. The vessel is supposed to be teaking. Wrecking tags will attempt to riost her to morrow morning.

PRESENTS CITY WITH LAND.

Chicago, Misulace and St. Paul Railroad will present the city of Majorance with two tracts of land, at \$25,000 for harbor purposes.

Shipping and Transportation

SATURDAY, OCTOBER 10, 1914.

Moon's Phases.

New Moon-October 19. Sun rises 5.59 g.m., sets 5.41 p.m.

High Water at Quebec To-Mor 10.11 a.m., Rise 11.7 feet. 10.22 p.m., Rise, 12.9.

Lower Lakes, Georgian Bay, Ottawa Valley and Lower St. Lawrence and Gulf-Eastrly

Maritime Moderate to fresh easterly to southerly

Superior Manitoba and Saskatchewan-Showery,

Alberta-Northerly winds; fair and cooler. Northern New England-Local showers on f

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		ARR	IVALS.			
2	tearner.		At.		F	rom
10	ngolian	H	alifax.,		Live	rpoo
		L				
		N				
		-		_		
	CANADA	STEAMSH	IP LIN	ES, L	IMITED).

Location of steamers at 6.10 p.m., October 9th. Freight tSeamers.
Colborne, 3 p.m., for Cleveland.

Acadian-Left Colborne 10 a.m., for Montreal. Hamiltonian-Left Colborne 3 p.m., for Montrea Fordonian—Due down Colborne for Kingsto D. A. Gordon-Left Montreal 3 p.m., for Col

Glenellah-Arrived Kingston 3 a.m. Dundee-Due Fort William Dunelm-Port Arthur discharging. Strathcona-Due Toronto 7 a.m. Doric-Arrived Montreal 2 p.m. C. A. Jaques-Due up Kingston for Colborne.

Midland Queen-Left Montreal 11 p.m., for Col-

Neepawah-Out Dalhousie 5.45 a.m., for Mont-

Bickerdike—Due Montreal to-night.
Beaverton—Welland, loading. Tagona-St. Lawrence river eastbound for Mont ora-Left Colborne 11 a.m. for Montreal Arabian Arrived Colborne 2 a.m.

Bulk Freighters.
W. Grant Morden-Leaves Colborne to-day for Erie (arrive 1 a.m.). Emperor-Leaves Fort Willom to-day for Col-

Midland Prince-Down Soo 9 a.m., for Colborne. Midland King-Port Arthur.

Martian-Up Port Hupron 11 a.m. Emperor Fort William-Arrived Fort William 4

Empeor Midland-Fort William discharging. Winona-Up Soo, 5a.m.

Stadacona-Port Arthur discharigng.

Scottish Hero-Left Port Arthur 4 p.m., 8th, for Goderich. Turret Court-Due Port McNichol. Turret Cape-Soo discharging.

Turret Crown-Dued own Soo for Port McNicho A. E. McKinstry-Due up Kingston for Colborne. Renvoyle-Arrived Quebec 7 a.m. Saskatoon-St. Lawrence River eastbound

Mapleton-Down Colborne 2 p.m., for Quebec Haddington-Arrived Montreal 2 p.m. Cadillac Montreal discharging (goes Buffalo dry-

SIGNAL SERVICE. Department of Marine and Fisheries. Shipping report, 9.30 a.m., Montreal October 10th

Lislet, 40-Raining, calm. Cape Salmon, 81-Forsy, raining, calm. Raining, calm. In 2.30 a.m. Little Metis, 175-Raining, Wes

Matane, 200-Cloudy, northeast. Martin River, 260-Cloudy, strong east C. Magdalen, 294-Raining, south. Fame Point, 325-Cloudy, calm. Out 9.30 p.m resterday Imstica, 11.00 p.m. Kendal Castle.

Cape Rosier, 349-Raining, strong south. Cape Despair Cloudy, strong east. P. Maguereau—Cloudy, strong northeast

West Point, 332-Raining, southeast. Thyra

Long Point, 5 Forgy, calm. In \$.20 a.m. Mak-nonge, 5.30 a.m. Saguenay, 5.30 a.m. Spray and tow Vercheres, 19-Raining calm, In 7,50 a.m. Stiel

lestad.
Sorel, 39—Raining, calm., In 6.20 a.m. Renvoyle 8.10 a.m. Gaspesier Three Rivers, 71—Light cain, caim.
P. Citroullie, 84—Raining, caim.

St. Jean, 94 Raining, northeast. Grondines, 98 Raining, northeast. Portneuf, 108 Raining, northeast. St. Nicholas, 127 Raining, northeast. Bridge, 188 Raining, northeast.

Quebec, 183 Raining, northeast. Arrived in 9.06 am. Wacousta, Arrived down 6.05 a.m. Quebec. Out 7.00 a.m., Sygns.

PACIFIC COAST MARINE NOTES.

(Special Correspondence.) Vancouver. October 10.—Word has just been received heer that the C.P. R. there Empress of India and Japan of the Vancouver-Orient run, have been used by the Admiralty in the transport of roops from India to Marseilles. Shortly after the outbreak of war the Empres sof Asis, one of the argest of the C. P. R. boats, was taken over by the Admiralty at Hong Kong, and was re-fitted as an esses of Russia and India and the Montcasi The Russia was also reduted as an auxiliary cruise iner Carnaervonshire was also commandeered as ransport while she was en route from here to the

The above news is brought by the master of the Blue Funner liner Talthyblus, just arrived in port. She carries Chinese hands in her forecastle, s unprecedented for this line, which has consistentseamen. This is owing to the fac hat all the men forward volunteered for service in the British Navy, and Captain Cullum had to sign on Chinese hands, there being no Britishers available, all possibe men having voluneered for Navy

Six hundred and fifty Chinese embarked on the Blue Funnel liner Teucer, which sailed yesterday for Shanghai and Hong Kong. The migration of Chinese from here to their native land is at its

There will be no despatch for Great Britain and Europe.

The wickets at the main offi height at this seeson. For some time past all out-going boats to the Orient have carried a number one steamer. The C.P. R. line carried most of the trade formerly, but the Blue Funnel is setting the sc cable, her last trip being about two years ago owing to the C. P. R. service being entirely suspended, no boats being available.

taken over by the Admiralty and splendidly fitted fully by the salvage ship Salvor, and is out as a hospital ship, has now been released to be on her way south in convoy of the latter the company again, and is being refitted for the coast service as before. She was elaborately fitted out at side and bottom, and she was able to pr service as before. She was elaborately fitted out at the navy yard, and made several trips up and down the coart with two doctors and six nurses aboard, and no reason is assigned for her re-transference to the course of the salvors were dear the owners. The Prince George has been in drydock ed several weeks, owing to heavy gales which supand is now in shape to resume her run from Vancouver to Prince Rupert.

RAILROADS

GRAND TRUNK BYSTE DOUBLE TRACE ALL THE WAY Montreal . - Toronto . - Chicago

INTERNATIONAL LIMITED. Consider Train of Superior Section.

Laves Montreal p.00 p.m., serves Torons 4.0 p.m.,

Detroit 9.55 p.m., Chicago teo p.m., dang. IMPROVED PRICET SERVICE. Leaves Montreal 11.00 pm, assiste for Detroit 1.45 p.m., Chiefes 100 pm 500 Compan.

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THANKSGIVING DAY Monday, October 8th, 1914, will be see as oliday by this office.

a.m. and the night mails at the coul There will be no despatch of mails on that day The wickets at the main office and posts seasons The wickets at the main office and postal

The G. T. P. steamer Prince George, which was on the rocks a month ago, has been got of st the G. T. P. coast service, which was re-

borne.

Sarnian Leaves Colhorne to-day.

A. E. Ames Up Dalhousie noon for Windsor.

H. M. Pellatt Down Dalhousie 7 am., for flag, has left Esquimalt Harbor, where she has been lying for two years past and will anchor at Seathing the policy of the move is doubtles sto have the night for Colborne.

Rosedale Left Colborne midnight last night for ference. The vessel seldom laves her moorings, be
The cable ship Restorer, owned by the Commertical and the Commertical from Etan, Peru, reports that the nitrate trade of the British ship Inverte just arrived from Etan, Peru, reports that the nitrate trade of the British ship Inverte just arrived from Etan, Peru, reports that the nitrate trade of the British ship Inverte just arrived from Etan, Peru, reports that the nitrate trade of the British ship Inverte just arrived from Etan, Peru, reports that the nitrate trade of the British ship Inverte just arrived from Etan, Peru, reports that the nitrate trade of the British ship Inverte just arrived from Etan, Peru, reports that the nitrate trade of the British ship Inverte just arrived from Etan, Peru, reports that the nitrate trade of the British ship Inverte just arrived from Etan, Peru, reports that the nitrate trade of the British ship Inverte just arrived from Etan, Peru, reports that the nitrate trade of the British ship Inverte just arrived from Etan, Peru, reports that the nitrate trade of the British ship Inverte just arrived from Etan, Peru, reports that the nitrate trade of the British ship Inverte just arrived from Etan, Peru, reports that the nitrate trade of the British ship Inverte just arrived from Etan, Peru, reports that the nitrate trade of the British ship Inverte just arrived from Etan, Peru, reports that the nitrate trade of the British ship Inverte just arrived from Etan, Peru, reports that the nitrate trade of the British ship Inverte just arrived from Etan, Peru, reports that the nitrate trade of the British ship Inverte just arrived from Etan, Peru, reports that the nitrate trade of the British shi

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reougement acc				11.43		3.39				
St. Cesaire		. Arr.		11.55		3.50		7.56		
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	Daily x Sunday ex	Daily Sunday	Daily	Daily	Daily	Daily	Saturday	Dat11y	Sunday	Mur
LEAVES St. Cesaire Rougement J'c't . Rougement	a.m.	a.m.	a.m. 6.50 6.56 7.00	a.m.	D.m. 1.10 1.16 1.20	p.m.	only p.m. 3.55 4.01 4.05	p. 27%	8 % 5™ 5™ 68€.	07
farieville. tichelieu thambly Canton hambly crookline t. Hubert Rd. L & S. C. J'c't reenfield P'k t. Lambert	5.35 5.39 5.43 15.55 16.04 6.10 16.14	6.25 6.37 6.41 6.45 16.57 17.06 7.12 17.16	7.15 7.30 -7.35 7.40 7.52 F8.01 8.07 F8.11	9.40 9.52 9.57 10.01 f10.14 f10.23 10.30 f10.34	1.35 1.50 1.55 2.00 f2.14 f2.23 2.80 f2.33	4.20 4.32 4.36 4.40 f4.52 f5.01 5.07 f5.11	4.20	6 55 7.00 7 12 117 11.80 11.80 11.45 (1.44	2.5 2.5 2.5 4.5 6.5	10 10 10 10 60 fli.
Iontreal Arr.		7.22	8,20 8,40	10.43 . 11.00 Stops on	2.43 3.00 Signal.	5.20		1.13	10.45	11.

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Lv. Montreal	7,35 a.m. E.T. 8.00 a.m. E.T. 1.30 D.m. C.T. 1.40 D.m. C.T.	LV Chicago 8.05 am Ar. Detroit 5.06 pm. LV Detroit 4.45 ym Ar Toronto 11.30 ym LV Toronto 11.40 ym Ar Montreal 4.65 am	14.43 cm. 0.7 14.43 cm. 0.7 1.25 cm. E.2 0.00 cm. 162	

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