Boston, Mass., April 1 .- A Boston banker who has recently returned from Detroit says: "Detroit is easily the brightest spot on the business map east of the Mississippi river. The wonderful prosperity of the automobile companies is of course the underlying cause of Detroit's good times.

"Some phases of activity in Detroit are restricted, notably the expenditures for new construction, in-cluding not only residences but business structures and factories. In February, for example, the comstruction programme in Detroit totalled but \$1,307, 000 against \$3.020,000 in February of a year ago. But the city's exports of automobiles, auto parts, engines medical goods and the like are running at simply phe

"For example, the February exports of manufac tured goods from Detroit were \$9,714,000, against \$4, 442,060 in February last year, a gain of over 100 per cent. Some of this gain can be laid at the door of expansion in truck sales, especially for use by the

truck producers. It is understood that the Packard surplus to profit and loss than they did in the pre-Co. in particular has been very fortunate in making ceding year. large sales of its excellent truck.

"Of course, the biggest thing in Detroit is the Ford Motor Co., which on a recent day in March condemned three Woermann Line steamers which produced the remarkable total of 1.847 cars in a single 24 hours, a new high record for the entire world. man steamer Kamerun, of the Hamburg-American

"Detroit is very proud of its General Motors Co., and has a growing belief in the strength and importance of the Maxwell Motor Co.'

ILLINOIS CENTRAL EMPLOYS

tion started yesterday by the Illinois Central Railway on its suburban service. At the stations at fic Shipping Company, Limited. Fifty-seventh street and at Sixtieth street women ticket penchers were placed on duty. Men had been employed at these stations for a number of years.

says women have a more even temperament than Dock.

TO REORGANIZE B. AND M.

C.P.R. GENERAL PASSENGER AGENT DIES SUDDENLY THIS MORNING

stricken suddenly this morning while conversing with whereas in ordinary times she would not have occu-Captain Walsh in the office of the Marine Superinten-pled more than 36 days in port out of the same period.

the Passenger department of the Canadian Pacific Railway in May, 1888, as a clerk, at Winnipeg. In June, 1891, he was appointed chief clerk in the Gen-Assistant General Passenger Agent in Winnipes. In first-class cabin rate on the Megastic and the Lap-December, 1901, he was transferred to Australia as land out of New York. The minimum first cabin General Passenger Agent, and six years later he re- rate on the Megantic will now be \$85 and on the Lap-turned to Canada as General Passenger Agent of the land \$95. It is suggested that these rates may be intive of Kirkcudbright, in Scotland.

ACADIA COMPANY MAKES EFFORT TO RECLAIM COAL-PRODUCING SEAM. sider or re-consider their rates.

New Glasgow, N.S., April 1.- For the first time in four months an effort was made this afternoon to reclaim the Allan Shaft, the main coal-producing

the highest importance to Nova Scotia coal interests, ly held their own with the average. and the outcome is being watched with much interest in mining circles all over Canada.

CHICAGO AND EASTERN BONDS.

New York, April 1.-Information having been received that the interest due April 1, 1915, on Chicago & Eastern Illinois R.R. first consolidated 6 per cent ods due 1934, will not be paid on that date, the com-

NEW YORK EDISON EARNS LESS.

has issued the following statement covering the oper- way Commission of the city outlining the position ations of the New York Edison Company for the year assumed by the company. ended December 31, 1914:

	1914.
Operating revenue	\$23,538,342
Expenses and taxes	. 11,356,367
Operating income	. \$12,141,975
Other income	. 1,370,104
Total income	\$13,512,080
Interest, rates, etc	3,788,145
Net income	\$9,723,936
Dividends	3,720,204
Surplus	\$6,003,732
Previous surplus	
Adj. credit	
Renew and cont. res	3,528,297

P. & L. surplus \$32,091,342 \$29,614,704 FURTHER REDUCTION IN OIL PRICES.

\$9,468,641

SHIPPING NOTES

White Star also cuts \$15 from first-class fares

The Duca d'Aosta and the Frederick VIII. have ar ived at New York and the Carpathia at Naples.

Up to the week ending March 27 a total of 135 ves sels, representing 485,586 gross tons have been granted American registry.

The Cunard Line steamship Carpathia arrived at Naples on March 30, at two o'clock in the afternoon. The Jacona, for the same line, also arrived at Bo deaux, France, on Tuesday.

The Hamburg-South American Steamship Company, which a year ago paid a dividend of 14 per cent. in its report for the current year recommends the payment of a dividend of 4 per cent

The leading Danish steamship companies generally report favorable results for last year. All of them "The war has played havoc with exports of plea- will pay the usual rate of dividends to stockholders sure cars, but it has been a veritable boom to the and many will be able to transfer a larger amount of

> Sir Samuel Evans, of the London prize court, has were captured in the German Cameroons. The Gerager of C. P. R. Telegraphs. Line, which was to be sold at public auction has been acquired by the British Government.

The British steamship South Pacific, bound from WOMEN TICKET PUNCHERS.

Chicago. III.. April 1.—Women are supplanting men land on the west coast of Scotland. Glasgow for New York, was sunk on Tuesday night in collision with an unknown vessel off Arran, an isin the railway service. This is shown in the innovaand was built in 1913. She was owned by the Paci-

Miss Bertha Johnson at the Fifty-seventh street London authority have sanctioned the provision of a can ports, and a moderate demand for general cargo, station said the service, in her estimation, would be large amount of extra accommodation at their docks case oil and lumber boats in various of the trades. improved by the innovation. She contends women including construction of two sheds at the South- In the sailing vessels market a steady demand conare more patient than men, and more courteous. Mrs. west India Dock, two at the Tilbury Docks and three tinues for South American carriers, but in all other who is at the Sixtieth street station, additional floors to No. I warehouse. West India trades, freights offer sparingly. Rates, however, hold will be equal to a storage capacity of 35,000 tons and able vessels. the cost to the authority will be \$450,000.

Concord, N.H., April 1.-A new bill permitting re- Acting on the suggestion of President Simmons, of organization of Boston and Maine Road agreed to the Maritime Exchange, the United States Coast by the Boston and Maine and leased line representa- Guard cutter Mohawk, having been definitely assigntives has been completed and will be presented to the ed to the duty of preserving neutrality at New York It is a modification of the com- and stationed off Quarantine, Staten Island, for that mission's bill and undoubtedly will receive favorable purpose at the present time, the Treasury Department at Washington has given notice that it will arrange to have some other vessel of the Coast Guard Service assigned to duty at this port for the special purpose of alding vessels in distress.

A British shipowner has offered the following example of the long periods of detention which vessels are meeting with at various ports in the present war Mr. William Stitt, General Passenger Agent of the times. He has a steamer which, since the outbreak P. R. eastern lines, with office in Montreal, was of war, has been 133 days in port out of 220 days, Death was presumably caused by heart failure.

Mr. Stitt, who was born in August 1855, first joined and no repairs have been necessary. He adds that all the detention has been in connection

In addition to the \$15 decrease in the first-class prompt. eral Passenger Department also at Winnipeg, a po- cabin rates of the Allan Line vessels, the White Star sition he occupied until July, 1899, when he became Company has also reduced, by the same amount, the Eastern lines with office at Montreal. He was a nattended to meet the \$95 rate offered by the Atlantic Transport line. The \$65 rate offered by all the vessels of the American line at the present moment is an additional argument with shipping companies to con-

AMERICAN RAILWAY EARNINGS.

Chicago, Ill., April 1.- Atchison's March loading seam in the Acadia Company's areas in this prov. was almost an even break, but other western systems with headquarters here, made a poor comparince.

Mining engineers from all over the country were

tems with headquarters here, made a poor comparison. Burlington decreased 9 per cent; Northwest1913 given in marks (usual rate of exchange 24.3 service, during which he has seen the hotel system. present when the mine was unsealed, and thus far ern decreased 8 to 9 per cent.: Great Western degood progress has been made with the work. The creased over 10 per cent. Monon decreased 12 to 13 company officials are of the opinion that their ef. per cent.; Rock Island, which a fortnight ago made forts will meet with the fullest measure of suc- about the poorest relative showing of any big railroad, subsequently picked up, and shows only 8 per The reclaiming of this mine from fire damp is of cent. decrease; St. Paul and Illinois Central scarce-

DETROIT UNITED RAILWAY IS LIKELY TO SELL OUT TO CITY

Detroit, Mich., April 1 .- Of the 121,000 shares of mittee on securities rules that until further notice the stock outstanding in the Detroit United Railway Co., said bonds must carry the April 1, 1915, and subse- 86,000 shares were represented yesterday at the first or \$891,619 for 1914 from 1913, almost all of which i aguent coupons to be a delivery and that on and after aguent coupons to be a delivery and that on an aguent coupons to be a delivery and that of the aguent coupons to be a delivery and that of the aguent coupons to be aguent coupons t zone, subject to the mortgage debt.

The management, after an hour of discussion, was New York, April 1.—The Public Service Commission authorized to prepare a statement for the Street Rail-

Following its policy of allowing the street car com-

\$12,416,586 stockholders authorized the board of directors to The figures are compiled from the daily Custom Toronto's Custom receipts for the fiscal year end-1,250,562 enter into the purchase deal, although there is some question as to the terms.

\$13,667,148 4,198,506 INTERNATIONAL MERCANTILE MARINE

BOND INTEREST STILL UNPAID.

3,009,204 New York, April 1.-At the offices of J. P. Mor-\$6,459,427 tional Marine 4% p.c. collateral trust bonds. Officials 712 of the company are non-committal as to whether in-

3,107,635 terest will be paid or defaulted.



MR. JOHN McMILLAN.

ecently succeeded Mr. James Kent as man-

The Charter Market

(Exclusive Leased Wire to Journal of Commerce.)

New York, April 1-The full cargo steamer market continues quiet, due principally to the decline in the demand for grain and cotton carriers in the trans-Atlantic trades There is a considerable inquiry for For the purpose of relieving congestion, the port of coal tonnage to the Mediterranean and South Ameri-

The total area of new floor space provided firm in all trades, due to the limited supply of avail-Charters.-Grain.-British steamer Batiscan 28,000

> April-May Norwegian steamer Locksley, 15,000 quarters, from

> New York to a Scandinavian port, p.t., prompt. Norwegian steamer Albr W. Selmer, 15,000 quarters,

the Atlantic Range to the River Plate, p.t., April. aos, Brazil, p.t., April.

Schooner Barbara, 746 tons, from Norfolk to Ber-

Schooner Ella L. Davenport, 470 tons, from Philadelphia to Cardenas, p.t.

West India trade, one round trip, p.t., April.

Steamer George Hawley, 1,699 tons, same. Norwegian steamer Skulda, 650 tons, from Philadelphia to Colon and Santiago, with general cargo, p.t.,

Stamford, with quebracho wool, \$6, June-July Bark St. Paul, 440; tons, same.

EARNINGS OF GREAT BERLIN STREET RAILWAY REFLECTS WAR CONDITIONS

Berlin, Germany, April 1.-Report of the Great

	January .																			Ś,	3	9	۶,	93	6			3,0	79,	.73
	February														,					3,	2	9 (5,	78	1		:	3,3	94	26
	March																		. 2	3.	7	07	7,	03	9		:	3.8	80.	678
	April	٠					Š												2	3,	7	1 :	5,	80	7		:	3.7	69,	961
	May								9.5								٠.		3	3,	6	9 ;	5,	31	9		3	3,8	29,	498
	June			•	٠														. 3	3,	56	37		34	0		2	3,7	48,	775
	July																	•	3	3,	51	18		41	5		3	1,5	53,	512
	August		٠					,											3	Ì,	27	72		97	7		3	6,6	47,	969
	September															Ċ,			3	١,	0	64	, !	92	3		3	,7	08.	611
	October		٠		٠	٠.													3	,	26	34		48	4		3	8,	59,	086
į	November													. ,					. 3	ı,	10	9	.:	36	4		3	,6	95,	974
į	December													,					3	,	32	7	, ;	71	3		3	,8	48,	969
ļ	Total						v											,	40	,	80	3	, 8	85	5	9	44	,4	83,	065
į	This was	,	A.	d	e	er	ea	18	e	i	r	1	r	e	v	e	n	u	es		of	•	3	,6	69.	21	5	m	ar	ks,

take over the lines of the company within the one-fare rallways were 3.157.886 marks, as compared with 3,-399.936 marks for January, 1914.

There is good ground for the belief, however, that 500,000, which is the largest in the history of this port. \$1,685,528.33. a decrease of \$44,420.70. March 1914, exports from New York were \$72,798,453. March imports at New York were

On the face of the returns for March, New York gan & Co. it is stated no funds have been deposited as yet to meet the interest due to-day upon the Internaalone piled up a credit balance for the United States ance of trade for the whole country in February of in its well, the Alberta Petroleum Consolidated Com

New York, April 1.—The Standard Oil Co. of New York announces a further reduction of 10 points in the prices of all grades of refined oil for export. This securing the bonds provided that the company had six months grace.

The semi-annual interest which was due October 1, enue of \$2,250,000 yearly. It is possible that the pass merc representative that it is the intention of the company yield securing the bonds provided that the company had \$16,000,000 increased earnings, or 2 p.c. on \$500,000,000 suming work on No. 2, which is already 2,150 feet of stock. advance of 25 cents on each fare means additional rev-

RAILROAD NOTES

The bill increasing railroad rates from 2 to 21/2 mile in Minnesota was killed by the Senat transportation committee.

New York Central will build Chicago-Gary clearing yard at Miller, Ind., just east of Gary, which will ave capacity for 35,000 cars.

New equipment during the year included: 328 lo omotives, 306 passenger cars, 21,969 freight cars, and 827 other cars.

car toppled against the passenger train in which the injured persons were riding, near Myersdale, Pa. President Bush, of Missouri Pacific, says that if ncrease in rates is not granted by Missouri Pacific

brief in United States District Court to reverse deand estimated at \$50,000,000

Opelousas Gulf and Northeastern railway was sold Opelousas Gulf and Northeastern railway was some under foreclosure proceedings for \$750,000 to Frank C. Nicodemus Jr., of New York. Purchase is said day in court, and that indement has been day in the court of the court

Following a freight wreck on the Wabash when Following a freight wreck on the wadden the train was ditched by a derailer, and the enginethe train was ditched by a derailer, and the enginethe train was ditched by a derailer, and the enginethe train was ditched by a derailer, and the enginethe train was ditched by a derailer, and the enginethe train was ditched by a derailer, and the enginethe train was ditched by a derailer, and the enginethe train was ditched by a derailer, and the enginethe train was ditched by a derailer, and the enginethe train was ditched by a derailer, and the enginethe train was ditched by a derailer, and the enginethe train was ditched by a derailer, and the enginethe train was ditched by a derailer, and the enginethe train was ditched by a derailer, and the enginethe train was ditched by a derailer, and the enginethe train was ditched by a derailer, and the enginethe train was ditched by a derailer, and the enginethe train was disched by a derailer, and the enginethe train was disched by a derailer, and the enginethe train was disched by a derailer, and the enginethe train was disched by a derailer, and the enginethe train was disched by a derailer, and the enginethe train was disched by a derailer, and the enginethe train was disched by a derailer, and the enginethe train was disched by a derailer, and the enginethe train was disched by a derailer, and the enginethe train was disched by the man and fireman killed the Ohio rallroad commission has ordered that a change be made in the company's

The Grand Trunk Railway absolutely deny the despatch from Boston which appeared yesterday to the effect that railways, through one of its subsidiaries, was petitioning the Massachusetts Legislature, for shows that after the payment of preferred day permission to acquire docking facilities in Boston.

Atchison has taken over St. Louis, Rocky Mountain and Pacific Railway, whose line extends from Des Moines to Uto Park, New Mexico, a trackage, including sundry branches, of 106 miles. Acquisition gives Atchison control of traffic which originates from Raton coal fields of Colfax county, New Mexico, and assures to company also a practically in Charters.—Grain.—British steamer Batiacan 28,000 exhaustible supply of fuel coal. Purchase price was junters from the Atlantic Range to Marseilles 98, 9d., \$3,000,000 Atchison 4 per cent. bonus.

lien and refunding bondholders have agreed upon an outline for a reorganization plan which has been ap proved by the largest stockholders. Approval of for Coal.—British steamer Competitor, 2.216 tons, from eign bondholders, who own about \$50,000,000 of the general lien and approximately \$23,000,000 of the re-Schooner Lewiston, 711 tons, from Norfolk to Man-funding 4s, has yet to be received. As the assessment of \$15 a share is not calculated to raise suffi-Schooner Ellen Little, 807 tons, from Norfolk to cient funds to entirely finance the reorganization, a new issue of securities is expected. new issue of securities is expected.

increase in freight rates came before the Railway Commission in Toronto yesterday, when they succeed-Lumber.—Schooner Mary Manson Greuner, 599 tons, ed in so far as Ontario is concerned, in getting the Lumber,—Schooner Mary Manson Greuner, 332 tons, ed in so far as Ontario is concerned, in getting the from Fernandina to Philadelphia, \$6.50; Cement out, Commission to request the Grand Trunk Railway to BOSTON AND RETURN - \$11.45 continue the summer shipping rates to and from Miscellaneous.—Steamer Edison Light 1,699 tons, Montreal, and the railways to provide a new tariff for the shipping of grain stuffs from Ontario to points on the Lower St. Lawrence River based on the present rate of similar shipments to New York.

It is announced by the Southern Hardwood Traf-Bark Hildegard, 678 tons, from Buenos Ayres to fic Association at Memphis that all railroads operating in the hardwood lumber sections of the South and Central West have been invited to send repre sentatives to a conference there April 7 in an effort to amicably adjust freight rates on lumber. The lumber manufacturers intend, it is said, to open their books to the railroad officials to show the margin of profit made on the various hardwoods.

Protest against recent rate advances are pending before the Interstate Commerce Commission

Sir Thomas Shaughnessy has paid the following GRAND TRUNK SYSTEM Berlin Street Railway, which operates all the street Sir Thomas Shaughnessy has paid the following railways in Berlin, including 240 miles of track tribute to Mr. Hayter Reed, who retired yesterday with 2,078 motor cars and 1,334 trailers reflects the from the management of the C. P. R. hotels: "Haveffect of war conditions on the revenues of the com- ing reached the age limit under the company's regu-The monthly revenues for 1914 as compared with hotel system, is retiring after fifteen years of active NEW YORK and Return - \$12.30 grow to its present very large proportions. characteristic tone and atmosphere of these hotels 79.735 that have given them a world-wide reputation may be attributed almost entirely to Mr. Reed's nature, sense of refinement and his unlimited efforts to maintain a high standard of excellence."

HEAVY DECLINES IN CUSTOM REVENUES ARE REPORTED

For the port of Montreal, the fiscal year of which closed yesterday, a decrease of \$5,311,475.55, or about 22 per cent., is the outstanding feature of the customs collections, as compared with the preceding fis-The collections for the year just closed, it will be seen, are less by over \$500,000 than even those of three years ago, while they are over \$6,200,000 short ARE THE LARGEST IN HISTORY. of the figures for the panner year of 1870-17, the twin evils of business depression and war cast Following its policy of allowing the street car commission to make public all communications from it, the \$22,011,195 D. C. R. refused any information as to the decision of the stockholders.

There is good ground for the belief, however, that \$600,000, which is the largest in the history of this port. \$1,685,522,33. a decrease of \$44,440.72.

record, and are subject to revision. The ing March 31st show a decrease of \$4,082,599. In no March total exceeds February shipments by \$48,- month has the receipts reached the figure reported \$88,400,000, against \$70,603,725 in February, and \$101.655,994 in March. 1914.

655,994 in March. 1914. of \$150,522, the receipts being \$1,590,000.

ALBERTA CONSOLIDATED PETROLEUM

Calgary, Alta., April 1 .- With 2,000 feet of oil party has finishing casing the distance to the bottom of the shaft, 2,772 feet, and has started drilling The company has until 3 o'clock to deposit the money with J. P. Morgan & Co. for the payment of the interest before the bonds are technically in definition of the interest before the bonds are technically in definition of the interest before the bonds are technically in definition of the interest before the bonds are technically in definition of the money with J. P. Morgan & Co. for the payment of the interest before the bonds are technically in definition of the money with J. P. Morgan & Co. for the payment of the interest before the bonds are technically in definition of the money with J. P. Morgan & Co. for the payment of the money with J. P. Morgan & Co. f

NEW YORK CENTRAL VICE-PRESIDENT DISCUSSES THE EXTRA CREW LAW

New York, April 1.—ira A. Place, Vice-President of the New York Central, says that while he still thopes the legislature will take the right action in regard to the extra crew legislation, progress toward that end has not been encouraging. He adds: "It ecognized by the public generally, throughout state, that the existing law should be repealed. the present legislature itself there has been little doubt as to this matter, as is evidenced by bills introduced and by unanimous action of the Republican caucus some time ago. The question is, will the le-gislature repeal this law or will it juggle with the Five passengers were injured when a wheel drop-

'The bill introduced by Asemblyman Conklin does the first. It repeals the existing extra crew law and hen squarely gives to the Public Service Commission power to deal with any disputed case. The so-called Spring bill simply juggles with the question would not correct the wrong. This bill only purports Service Commission, the roads will appeal to the to place the matter in the hands of the Public Ser. vice Commission. It leaves this arbitrary deter-Oregon & California railroad company has filed minations of the legislature precisely as it is, but i then says to the commisson "You may upon your brief in United States District Court of the learning of the learning to the l judgment of the legislature and adopt judgment of

rairroad company.
"If under the Spring law the commission declinday in court, and that judgment had been rendered against them

"I believe that in the long run the right thing will are of the opinion that the existing law is pernicious not only from the standpoint of the railroad, but for the employes themselves."

INGERSOLL-RAND EARNINGS.

New York, April 1.-The report of the Ingersoll-Rand Company for the year ended December 31, 1914 there remained a balance of \$1,001,586 available for dividends on the common stock. This was equal to 11.82 per cent. earned on the \$8,469,400 com against 13.9 per cent, earned on the same stock previous year. Net earnings amounted to \$1.267,722 as compared with \$2,017,900 in 1913, with a total in come of \$1,253,104, against \$1,442,188.

MOHAWK MINING COMPANY. The Mohawk Mining Company reports

ended December 31, 1914, as follows:

Receipts				٠.,		\$1	1914. ,383,330	1913. \$887.618
profits .							431 050	123.82
Surplus Production	of	cop	per	. 11	094.8	59 11.	331,053	X376,16
xDeficit.					1004,0	0.0 10	s. refined	

A petition for a receiver was filed at Augusta, Ga. against the Georgia & Florida Railro

RAILROADS.

CANADIAN PACIFIC

Going April 1st, Return April 12th.

EASTER EXCURSIONS.

SINGLE FARE. Return April 2. FARE AND ONE THIRD.

Going April 1, 2, 3, 4, Return April 6, 1915. TICKET OFFICES: 141-143 St. James Street. Phone Main 3152.
Windsor Hotel, Place Viger and Windsor St. Stations

PANAMA-PACIFIC EXPOSITION SAN FRANCISCO - SAN DIEGO. Tickets Now on Sale.

EASTER EXCURSIONS BOSTON and Return - - \$11.45

Going April 1; return limit, April 12.

EASTER HOLIDAYS SINGLE FIRST CLASS FARE. Going Friday, April 2: return same date FIRST CLASS FARE & ONE THIRD. Going April 1 to 4; return April 6.

Windsor Hotel

122 St. James St., Cor. St. Francols Xavier—Phone Main 6903 " Uptown 1187 Main 8229 Bonaventure Station

STEAMSHIPS

CANADIAN SERVICE

Sailings from Halifax to Liverpool:-

ALLAN ROYAL LINES SAILINGS

DURING THE WINTER SEASON OF NAVIGATION
STEAMERS SAIL FROM St. John N.B., and Halifax, N.S., to Liverpoo St. John to Havre and London; and

Portland and Boston to Glasgow. STEAMERS.—The steamers presently employed in these services include these services include
CORSICAN, HESPERIAN, SCANDINAVIAN, Etc.
IDEAL SHIPS FOR WINTER TRAVEL RATES.—First Class \$82.50, Second Class & "Cabin" \$50 to \$55, according to Steamer. INFORMATION.—For dates of sailing and all further in-rmation, apply any agent, or The Allan Line, Uplews assenger Office, 675 St. Catherine Street, Montreal; or

H. & A. ALLAN, General Agents 2 St. Peter Street - MONTREAL - 4 Youville Square

The London & Lanca General Assurance

tion, Limited GOOD OPPORTUNITY FOR ME Chief Office for Canad

ALEX. BISSETT, Manager fo

VOL. XXIX No. 27

British America As

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THE LAW UNION AND INSURANCE CO. LIM

Over \$12,500,000 Invested in 57 BEAVER HALL HI

Exces \$43,000,000.

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N.ON GOVERNMENT in cres Canadidn Securities. colicy on the market wr WALTER I. JOSEPH, Manage

Frovince of Quebes and Eastern On ASSURANCE SO

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est Branch, Winnipeg:

THOS. BRUCE, Branch Manager. SENCIES THROUGHOUT THE DOM

HE BRITISH CANADIAN R AND INVESTMENT CO. LIM

Real Estate, Timber Limits, Farm and Lands, Water Powers. J. T. BETHUNE Managing Director.

able Address: BRITISHCAN. The Independent Order of For

Policies issued by the Society are for Protection of your family and cannot bought, pledged or sold. Benefits are payable to the beneficiary case of death, or to the member in case his total disability, or to the member on taining seventy years of age. icies Issued From \$500 to \$5,000.

OTAL BENEFITS PAID - 42 MILLION DO FRED. J. DARCH, S.S. mple Bldg., Toronto, Can. ELLIOTT G. STEVENSON, S. Temple Bldg., Toront

Solid Growth

At December 31st, 1914, Assets of the Sun Life of Canada totalled over \$64,187,000, an increase for the year of over \$8,461,000—the largest annual increase in the Company's forty-four. Company's forty-four years

Sun Life of Canada Policies are SAFE Policies to buy.

SUN LIFE ASSURANCE COMPANY OF CANADA HEAD OFFICE MONTREAL