

CUNARD ANCHOR ANCHOR-DONALDSON

REGULAR SERVICES

MONTREAL—GLASGOW	
Sept. 25	Oct. 30 Saturnia
Oct. 16	Nov. 20 Cassandra
PORTLAND—GLASGOW (CHRISTMAS SAILING)	
Dec. 11 Saturnia
N.Y.—GLASGOW (Via Merville)	
Oct. 9	Nov. 6 Columbia
NEW YORK—LIVERPOOL	
Sept. 25	Oct. 23 Nov. 20 Carmania
Oct. 9	Nov. 6 Dec. 4 K. Aug. Vict.
N.Y.—PLY. & CHER.	
Oct. 21	Nov. 25 Jan. 1 Caronia
N.Y.—CHERBOURG, SOUTHAMPTON	
Sept. 21	Oct. 12 Nov. 2 Aquitania
Sept. 30	Oct. 28 Mauretania
Oct. 7	Nov. 11 Dec. 9 Imperator
N.Y. PLY. CHER. HAMBURG	
Oct. 30	Dec. 9 Saxonia
N.Y., PATRAS DUBROVNIK & TRIESTE	
Sept. 23 Italia
Oct. 30 Pannonia

For rates of passage, freight and further particulars apply to local agents or

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A Tour Around the World

The Canadian Pacific Ocean Services is planning an interesting trip for anyone who is in England next March and wishes to start a trip around the world.

The Empress of Canada is being built specially for the transpacific service between Vancouver, Japan, China and Manila. She will have three funnels. Her length over all is 653 feet, breadth 77 feet, depth 53 feet, gross tonnage 22,000. This vessel, which is the largest liner yet built by the Fairfield Company in the United Kingdom, will also be the largest mail and passenger steamer running on the Pacific and with the well known and popular liners Empress of Russia and Empress of Asia will retain for the C.P.O.S. and

the British Empire the quickest and finest service on the Pacific.

After completion the Empress of Canada will make a world tour on her way to Vancouver, passengers travelling by the Canadian Pacific round the globe. The ship is scheduled to leave Liverpool in March, 1921, and will proceed via Gibraltar, Monaco, Naples, Suez, through the Red Sea to Bombay, Colombo, Singapore, Batavia, Manila, Koing, Shanghai, Kobe, Yokohama. At each port time will be given for visits to important places of interest within easy distance and arrangements will be made to enable travellers to spend their time to the best advantage.

A Great British Harbor.

Shortly before the war arrangements were made to complete the works at Fishguard Harbor and these have now, in spite of many interruptions, been carried through. The northern breakwater, which is exposed to very heavy seas, has been strengthened with over three hundred tons of rubble (some of the masses weighing as much as three tons) and over 5000 concrete blocks, most of which are of forty tons weight. The eastern breakwater has also been strengthened, with more than eleven thousand tons of rubble. At the end of the northern breakwater a new concrete lighthouse has been erected, with a 5000 candle power lantern which is visible in clear weather for a distance of thirteen miles. Its mechanism—revolving the optic, ringing the fog-bell, and supplying the gas—is electrically controlled from the generating station at the root of the breakwater. The end of the eastern breakwater carries an automatic flashing light using dissolved acetylene gas. The supply of gas to the burner is automatically controlled by a "sun valve", which turns the gas on at sunset or at any other time when daylight becomes inadequate for safe navigation. The gas cylinders contain enough for a whole year's supply; and for ten months this mechanism has been working satisfactorily without any attention. Fishguard Harbor was begun in 1898 and represents a triumph of British engineering over serious natural obstacles.

Cardston, Alberta.—The 3,000 foot level has been reached by the British American Oil Company drilling in the boundary country south of here. This is one of the deepest wells in the province and the company anticipates results with the next few weeks of drilling.

Fires Caused By Electricity.

(Continued from page 13).

a first-class electrician, one of the prominent fire hazards will have ceased to exist.

An electrical installation deteriorates through wear and tear, but few appear to realise the fact. How many inspectors have ever been called upon to inspect an equipment which has not caused any trouble, merely to recommend renewal of worn out or deteriorated parts?

Although electricity is shown by the statistics to be a leading cause of fire, an analysis of electrical fire causes shows that it is more properly speaking simply the agent of that greatest of all fire auses "carelessness." It is a human failing, and proves that substitutes for open fires and lights are even more hazardous and treacherous than the displaced risks—and necessitates greater precautionary measures against outbreaks of fire by installing first-aid fire appliances.

The Bank of Nova Scotia DIVIDEND NO. 203.

Notice is hereby given that a Dividend at the rate of four per cent. on the paid-up Capital Stock of this Bank has been declared for the quarter ending September 30th next and that the same will be payable on and after Friday, the first day of October next, at any of the offices of the Bank, in Canada.

The Stock Transfer Book will be closed from the 16th to the 30th proximo, inclusive.

By order of the Board,
H. A. RICHARDSON,

General Manager.
Halifax, N.S., 13th August, 1920.

F. B. McCURDY & CO.

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