PAGE TWO

burg, as follows:

. per mile of

Av. passenger rev. per

Av. no. pass. miles per

Av, rects. per pass.

Av. rcts, per pass. tr.

mile

railroad

RAILROAD PASSENGER RATES

the lowest maximum fares in the country.

New

Pop. per sq. mile .. 105.7 136.7 89.8

Territory west of Chicago compares with New

England; trunk line territory between Buffalo and

Pittsburg and the Atlantic; and central territory,

82

Western roads enjoy only one-half to one-quar-

the population per mile enjoyed by eastern roads. Av-

rents in all states named with no success.

and necessarily reduce the rate per mile.

eastern Colorado, Wyoming and South Dakota.

passenger traffic.

ness.

unded by Chicago, St. Louis, Buffalo and Pitts-

England. line. Central. Western

\$1.71 \$1.46 \$1.32 \$1.39

444

750

24.9

THE JOURNAL OF COMMERCE, WEDNESDAY, JULY 14, 1915

MR. G. T. BELL

.Passenger Traffic Manager of the Grand Trunk,

Shipping report 10:30 a.m., Montreal, July 14th, 1915

Crane Island, 32-Clear, calm. In 7.10 a.m. Alces-

Cape Salmon, 81-Clear, west. In 6.30 a.m. sup-

Martin River, 260-Cloudy, calm. In 8.30 a.m.

Father Point, 157-Clear. calm. In 9.00 p.m. yes

Little Metis, 175-Clear, calm. In 8.00 a.m. Man

Fame Point, 325-Clear, west. In 6.30 p.m. yes

posed Cadillac, 6.30 a.m. supposed Ganges.

Rose Castle, 6.00 p.m. Hochelaga

4.50 a.m. Rosemount.

chester Citizen.

L'Islet, 40-Hazy, calm

Matane, 200-Clear, calm.

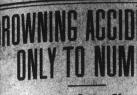
Sticklestad, 9.00 a.m. Rosemount,

terday Empress of Fort William.

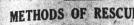
Cape Magdalen, 294-Clear, calm

Out 11.10 p.m. yesterday Rosedale, 7.45 p.m.





owing how to Swim Shou Essential Part of Every Education



Care Should be Exercised in Victim and a Hold Should if Secured from Behind.

170,096 Every summer, a large number of 151,982 w drowning in the various bodies of w ds and particularly at summer resort ally these are unavoidable accidents but are due to carelessness and are preven The first safeguard against drowning sknow how to swim and it should be art of every child's education. In Englan tention is paid to the instruction of so n this useful and healthful form of e Children, after learning to swim, are me too venturesome and should be to take risks, as there is always the dang w heart failure due to the extra tax wart through exposure to cold water or

In rescuing the victim of a drowning a

ashly, but act warily and bear in mind

ale and ready way to subdue a franti

ter is to secure a hold from behind

and effective way is to lunge une

wrist, and, with a sudden, outwa

in him about, throwing your free ar

werk. Once you have him thus you

mit and with a quick pull towards y

backwards, and proceed to tow him

ion or by swimming with your unhind

the legs. As a last resort, a stunning

The work of resuscitation includes the

First-Freeing the stomach and air p

Fifth-Restoring natural respiration. 7

the final and essential aim. 1. Lay patient down carefully pro

ownward. Open mouth wide, and if f

tand across body, facing the head, pa

ound the waist until your hands meet

ide, interlocking the fingers in order

tomach between your palms. Force of

raising the body from the middle,

me pressing the hands together. Knea

ward under the ribs from the left side

entre. Press for four seconds, then r

ring to grasp more of the stomach pou

es flowing from the mouth.

Place a pillow-like support beneat

the stomach. Turn his head to w

ok his arm on the side opposite the

1. Kneel over the patient facing the h

leg on each side of the body. Rest you

on his back, thumbs near the spine, at

victim's elbow, with fingers spread ov ribs: Throw yourself forward with we

foul air from the lungs. After four seco

en up quickly, releasing the ribs, so the

ring back into place. Bend over again

ly to press for four seconds more, the

appear. Make from twelve to fifteen res to the minute. Do not become discour

cess, as often a patient will respond a

Authentic cases are on record of vie

been restored to life after being under much as half an hour, and it has at tir

long as four hours to induce natural r

4. As soon as natural breathing sets

with something warm and dry and start

mbs with rapid strokes, first from the

wered hot bricks or water bottles at

6. If necessary, give patient whiskey

ier stimulants, diluted in hot water. A

poon or tablespoon doses, every te

WILLIAM CUTHBERTSON DE

am Cuthberston, for many years

ROYAL BANK IN LONDON

of the Canadian' Express Company

Thomas R. Whitley, Western Superv Wal Bank of Canada, has been appoir

tge of the interests of the bank in

nutes for the first hour, and as often a

the feet, over the stomach and under th

s not return prompt

apparently drowned.

his manner to the extremities.

tural heat

it thereafter.

s lost.

orts at resuscitation do not at first me

and with steady, increasing press

ue this treatment until signs of

the head in the bend of his arm.

foreign matter, clean with ha

head is effective.

ater and mucus.

ng face upward, when you throw y

ive, grasp him by the hair or th

must be taken by the swimmer. D

TORONTO STREET RAILWAY MAKES

NET NUMBER OF IDLE CARS

uses and shortages at various dates.

June 1 295,295

February 1 280,573

September 1 165,244

July 1 220,875

May 31 242,572

Feb. 1 211,960

April 1

Oct. 15 .. .,

Oct. 1 September 15

Aug. 15

Aug. 1

June 15

July 15

May 15

May 1

April 15

May 15

April 1

1915:

July 1 ...

May 1 ...

March 1

1914:---

New York, July 14 .- The net number of idle can

on July 1 was 275,111, compared with 289,928 on June

Total surplus cars on July 1 were 275,896, com-ared with 300,146 a month ago.

Following is the customary table showing the sur-

Surplus.

275,896

292,269

327,441

322,290

.172.325

154,342

133.382

138,108

174,260

198,998

232,994

232.994

239,406

230,533

213,324

141,525

132.010

159,480

She

785

203

966

357

543

1,162

2,229

2,360

2,358

2.059

1,918

2,115

2,333

660

1.333

660

770

764

455

1,654

2,013

7.145

5,573

2,333

2,282

Net surp.

275,111

295.092

291,303

327,084

321,741

279,411

131.021

136,049

163,326

172,145

196,665

232,334

219.545

232.334

241,802

238.642

228,879

212,869

139,512

124.865

153.907

197.052

209.678

AGREEMENT WITH ITS EMPLOYES. Toronto, Ont., July 14 .- A two-year agreement has een reached between the motormen and conductor of the Toronto Street Railway Company and the personal effects of Canadian soldiers killed in action company. Representatives of the men met Sir Mackenzie and Mr. R. J. Fleming William in the offices of the C. N. R. to-day. The men agreed to the same wage but a compromise was made in the length of the agreement. The men asked for a yearly agreement while the company desired a three-year contract as formerly and finally they compromised on two-year agreement. The men were asking also for a half a cent an hour increase. The wages are:-Motormen and conductors-First year, 23 1/2 cents

> Motormen and conductors-Second year, 2514 cents per hour.

Motormen and conductors-Third year, 371/2 cents Second-Forcing the vitiated air from Third-Replacing the foul gases with urth-Inducing circulation.

When working on Sundays motormen and conducors receive four cents per hour extra over the set

Schedule For Shed Men.

Assistants, 24 cents per hour.

Motor and Truck Repair Men First year, 23½ cents per hour. Second year, 251/2 cents per hour Third year, 271/2 cents per hour. Uniforms.

The men pay for their uniform the first year, pay half the cost of the uniform the second year, and the iniform is provided free the third year and aftervards. The committee of the union in charge of the negotiations, with full power to act, was composed of President James Scott, Ald. W. A. Robbins, secretary of the union; Ald. Joseph Gibbons, business agent of the union, and Messrs. A. Conn. H. C. Johnston. T. Dulan and F. A. Lawlor, Sir William Mackenzie, president of the Toronto Railway Company, and Manager R. J. Fleming acted in behalf of the Board of Directors of the Railway Company.

NEW BRUNSWICK RAILWAY CO

The annual general meeting of the stockholders of The New Brunswick Railway Company will be held pany, in the Lake of the Woods Milling Company

RAILROADS.

GRAND TRUNK RAILWAY SYSTE A EUCHARISTIC CONGRESS

MONTREAL, QUE., JULY 13th to 15th Single First Class Fare (plus 25c) for Round Trip. from all stations Kingston, Renfrew and East in Can Going p.m. trains July 13th; all trains July 14th and

towards the heart and gradually work 6. After massaging the patient put hir

few days ago the special train on which he travelled, consisting of an engine and a coach, ran from Kent to Marion, 115 miles, in 2 hours and 20 min The running time of the ordinary passenger train for the same distance is 3 hours and 15 minper hour. Investigation by the United States Interstate Com mission of the ownership of certain steamers by the per hour. Northern Pacific and the Great Northern proved a flash in the pan." All the shippers called as wit nesses testified in favor of the railroads that the sitdule rate for week days uation is merely an extension of rail service and in volving no competition between parent rail lines Foremen, 271/2 cents per hour Dismissal of the case is anticipated The C. P. R. has removed its passenger and ticket ffice in New York city uptown from 450 Broadway

to 1231 Broadway, corner of 30th street. Business was commenced to-day in the new location, which is considered more central than the old office. The owntown office of the road is being maintained in No. 1 Broadway and the freight office as usual in the Woolworth building.

RAILROAD NOTES

Under a trackage contract recently made the Per-Marquette now enters Chicago over the tracks of the

Baltimore & Ohio from a point 18 miles outside the

Governor Dunne, of Illinois, has signed the bill re

quiring railroads in that state to carry on trains first

aid medical supplies, including lint, bandages and

Agencies have just been opened by the Big Four in

Denver, Seattle, San Francisco and Los Angeles, whereby it divorces itself from all connection with

It is said the Hill interests are about to make ef-

ective plans made for utilizing on an extensive scale

the port of Galveston for export and other traffic or

this purpos will acquire exclusive control of the

Having now an unbroken right of way from the

Ohio River in Scioto County to the Pike County Line,

in Ohio, the Chesapeake & Ohio Northern is pushing

the building of its line from the river to Valley Cross-

ing from which point the tracks of Hocking Valley

Permission to amend the bill in the suit of minority

stockholders of the New York, New Haven & Hart-

was granted by Judge Decourcey in the Supreme

Court yesterday. Eighteen days were allowed in

The Grand Trunk Railway and the Canadian Ex-

press Company have informed the Federal authorities

at Ottawa that they will transport free of charge the

or dead from wounds, from Militia Headquarters at

Ottawa, where they are received from Europe to the

When President Underwood of the Erie went West

homes of relatives in any part of the Dominion.

ford Railroad, who seek to recover \$102,000,000 alleged March 1

to have been wasted by present and former directors. Feb. 14 199,385

inating on the lines of the Burlington, and for

those of the New York Central in those cities.

ity.

disinfectants.

Trinity and Brazos Valley.

will be used to Columbus.

which to take action.

Out

Back of the Rochester Connecting project for line in the city of Rochester, N.Y., to connect with the Buffalo, Lockport and Rochester, a traction line to span Niagara river with an international structure and build another road from Niagara Falls, in said to be a seaboard undertaking by which the Pennsylvania would be given access to territory of which the New York Central has virtually a mon opoly, and a connection with the transcontinental ines of Canada.

Coteau Landing, 33-Clear, west. Eastward 6.00 their petition is denied they will have to give up

Under a conference ruling just made by the Unit ed States Interstate Commission it is the duty of carrier to make delivery in accordance with routing directions, and he is responsible for and must pay for extra expense due to failure to follow instructions. Reimbursement must be made without a special order from the Commission. In the event of a.m. trains July 15th. Returning until July 15th

Railroads of Northwest America, being confronted with the urgent necessity of readjusting their rates at the office of The Lake of the Woods Milling Comto tidewater terminals to meet the Panama Canal ompetition, have appealed to the Interstate Com- Building, corner of St. John and St. Sacramen mission to be allowed to do this without involving streets, Montreal, on Thursday, August 5th, 1915, at their rates to intermediate points. The rates in 12 o'clock noon. question apply to iron and steel, canned goods machinery and certain wearing apparel shipped from the Atlantic seaboard to Portland and other cities on the North Pacific Coast. The carriers assert that if

this class of business altogether.

The question of the level crossings on the Grand

transportation, was submitted and adopted by the

board to be sent to the City Council. The matter

will be submitted to the Council as soon as possible.

to Ottawa to represent the city's interests before the

asked the Board what answer he would give the com-

mission if he were asked if the city was ready to

Mayor Martin and Controller Cote both told him

the city was ready to finance the undertaking at once.

They would borrow \$2,000,000 and even more, remark-

ed Mr. Cote, "if it is absolutely necessary we will go

to the legislative assembly in Quebec," said the con-

YOUR SUMMER VACATION.

Product to the state

dditional money is required."

finance the project of abolishing the level crossings,

DOMON inability to make such delivery without unreason-

SHIPPING NOTES THROUGHOUT UNITED STATES ***************************** The steamship Craster Hall, of the New York South Chicago, July 14 .-- Western railways were com-American Line, sailed for Chile and Peru on Sunday pared with eastern before the Commerce Commis-sion in the western passenger fare case. Although The line maintains direct service via the Panan

Canal and all sailings are under the American Flag. the West, as a whole, with higher fares of states beyond the Rockies, shows a slightly higher rev-enue for carrying the passenger one mile, states covered by present application for advances have The two-masted schooner Helen Hasbrouck from Virginia for New York, while at anchor off the New Jersey Highlands, lost her topmast and was towed to

her destination by the tug Resolute, apparently in distress.

The United States consular agent at Swinmund Prussia, reports that the American tank steamship Platuria, from New York for Sweden, with a cargo o oil, has been held up by a German warship and brought into Swinmunde.

Seven passengers on the American line steam 244 Philadelphia, which arrived at Liverpool on July

I from New York, are held on board the vessel in mile \$8,913 \$7,676 \$4,110 \$2,849 the Mersey because of the lack of passports or be-

mile railroad 431.387 357.779 169.743 112.782 The following arrivals are announced: Rocham-1.777c 1.755c 1.917c 2.037c

> ton from Genoa: Saxonia at Liverpool from New Lork: Frederik VIII. at Copenhagen from New York

erage receipts per passenger mile are higher than in the other territories, but this is because western territory includes roads having mileage in Montana. Idaho, Colorado, Wyoming, Washington, Oregon, British Columbia and Manitoba, all at three cents per mile, where traffic is exceedingly sparse, and ir grain for Norway.

One of the largest cargoes of pyrites ore to be Fares in Illinois, Minnesota, Iowa, Nebraska, Misbrought to New York from Huelva, Spain, arrived on souri and Kansas before 1907 were three cents per mile, but about the middle of 1907 were reduced by the British steamship Hova, commanded by Captain mile, but about the middle of 1907 were reduced by the British steamship Hova, commanded by Captain Lewis. The cargo consisted of nearly 7,000 tons state action to two cents. Efforts have been made which is being discharged at the works of the Davidthrough legislative action to secure advances to 21/2

> Flour rates from Portland and Puget Sound to the of Frank Waterhouse & Co., Pacific Coast agents for the Royal Mail Line, which will dispatch the steam- ANTICOSTIfor Yokohama, Kobe, Hong Kong and Shanghai,

Houlder, Weir & Boyd, Inc. of No. 24 State Street New York, are the agents for the New York and Vanclasses of colonist fares are available to the public couver Line, (Maple Leaf Line.) Regular direct sailings are maintained via the Panama Canal for Van-Mileage tickets with 240 coupons, each good for couver, Victoria, New Westminster and Prince Rupert,

a mile, are sold for \$40, good east of the Missouri British Columbia.

The following ships from Montreal have arrived City, and also in North and South Dakota. Similar at Liverpol, White Star-Dominion liner Northland, Captain Jones; at London, Ludgate, Captain Hos cial travellers, are only 112 to 312 per cent, of total kins; at Liverpool, Cunarder Saxonia, at 5 o'clock vesterday afternoon

New York

Rates are unchanged and quotably steady, but submarine they were kicked, off by the German

cronia and Tuscania will also stop at Glasgow

The Japanese War Risks Insurance Office issued during the last seven months of the fiscal year 1914. 15 policies to the total amount of \$188,144,400, upon which the premiums were \$188,040, the monthly avin premiums. The actual damages to which the law is applicable were represented by thec argoes, which Swedish steamer Zamora, 1,959 tons, from Baltimore be indemnified to the amount of \$35,933, of which had been insured for \$44,891, and damages were to

tons (previously), from Philadelphia to London with there was an incomplete point in the application form of indemnity.



quiet in all departments and the prevailing demand for tonnage is limited. Rates are nominally steady in all cient for the current requirements of charters. There mule ship Armenia, sunk by a German submarine on are no new developments in the sailing vessel market June 28, with the loss of more than a score of lives and very fittle is doing in chartering owing to the The men landed were negro muleteers. They asserted light offerings of vessels adapted to offshore busi- that when they attempted to scramble aboard the

the tendency is easier. Charters:-Grain.-British steamer Daleham (previously), 35,000 quarters, from Baltimore to Genoa. 9s. 9d., prompt.

British steamer Ben Park, 25.000 quarters, same, from Montreal 10s. 6d., prompt.

-, (previously), 16,000 quar-Foreign steamer ----ters, from the Gulf to North Spain, 9s. 3d., optior. Spanish Mediterranean, 9s. 6d., September. Coal .-- Italian steamer II. Piemonte, 3.512 tons, from

Baltimore to West Italy. p.t., prompt. Italian steamer Enrichetta, 3,088 tons, same,

Italian steamer Caterina Accame, 2,504 tons, same. Italian steamer Eliofilo, 2,295 tons. same. Greek steamer Gregorios Livieratos, 2.139 tons (pre

39s., July. steamer Dionyssios Stathatos, 2,296 tons,

same to Barcelona .36s., August

to a Swedish port, p.t., prompt. Miscellaneo -British

general cargo 32s, 6d, net, prompt

British steamer Dalecrest, 2,760 tons (previously)

gansett, has been tied up at Harlan & Hollingsworth shipyard, Wilmington, Del., since 1912, has left for trades and the offerings of prompt tonnage is suffi-News yesterday with four survivors of the British

who took part in the inaugural trip over the new line cause their passports were unsatisfactory. between Toronto and Winnipeg. eau at New York from Bordeaux; Cretic at Bos SIGNAL SERVICE (Department of Marine and Fisheries.)

Perugia at Genoa from New York. Captain Samuel Steinmarck, of the Norwegian steamship Drammelsfjord which arrived from Christiania, Norway, in New York on Monday, reports sighting many icebergs when in the vicinity of the

Newfoundland Banks. The Drammelsfjord is to load North and South Dakota, where it is 21/2 cents per

son Chemical Co., Curtis Bay.

Reductions like tourist fares have generally stimulated travel and, as a large percentage is carried in regular trains, the railways can afford to make such reductions. Tourist fares of all character are open iblic, and reduce average rate per passenger mile. Homeseekers' fares, which apply to round er Merionethshire from Puget Sound on August 21 rip tickets, have been made for many years. North-

west, West and Southwe & where demand continues. The carriers are vitally interested in inducing settlers to take up or purchase land. All the various

and north of the line between St. Louis and Kansas

tickets are sold west of the Missouri river as far as on the other side: At Cardiff, Ariel, Captain Hyde; These mileage tickets, mostly used by commer

> The steamer Manhattan, built for the Vermon entral Railroad for service between New York and New London, which, with a sister ship, the Narra

> The British steamer Victorian arrived at Newport sailors, who laughed at them,

The steamship Orduna, of the Cunard Line, will sai from New York for Liverpool on Thursday, July 22. Other sailings are the Saxonia, Saturday, July 31, Cameronia, Friday, August 6, Orduna, Saturday, August 21, Tuscania, Friday, August 27, Saxonia, Satay, September 4, Cameronia, Friday, September 10, and the Orduna, Saturday, September 18. The Cam-

viously), from Baltimore or Virginia to West Italy erage being \$26.892,000 in new contracts, and \$69,720

ra, 1,959 tons, from Baitimore be indemnified to the amount of \$39,933, or which prompt. steamer Tweedale. 2,874 was not settled by the end of last fiscal year, as Philadelphia to London with the and incomplete point in the application

The Narragansett is also to leave for



Moravia

erday Milwaukee. Ellis Bay, 335-Clear, west. Saskatoon and Savoy at wharf. West Point, 332-Clear, west, S. W. Point, 360-Clear, west. Money Point, 537-In 2.30 p.m. yesterday Lingan. Point Amour, 673-Cloudy, calm. Out midnight Bellaventure. Belle Isle, 734-Raining, strong west. Twenty

bergs.

Cape Race, 826-Foggy, west. Halifax-Arrived 11.30 p.m. yesterday Scotia Sydney-Arrived 8.00 p.m. yesterday Anglo Brezil

ian. Quebec to Montreal.

Longue Pointe, 5-Clear, calm. In 4.45 a.m. Egori 30 a.m. Montreal, 8.40 a.m. Alaska and tow Vercheres, 19-Clear, west. In 9.00 a.m. Prefon

Sorel, 39-Clear, light north. In 7.30 a.m. Malto .50 a.m. Kronprins Olav, 9.25 a.m. John Rugee. Three Rivers, 71 .- Clear. light west. In 8.50 a.m. Ramore Head.

Point Citrouille, 88-Cloudy, light southwest. In .05 a.m. Acadian, 9.30 a.m. Wray Castle, 9.50 m. Elvina

St. Jean, 94-Cloudy, light northeast. In 9.35 a.m. Yorkton, 9.25 a.m. Lady Grey. Grondines, 98-Cloudy, northeast.

Portneuf, 108-Cloudy, northeast. In 9.10 a.m Lady of Gaspe. St. Nicholas, 127-Clear, calm,

Bridge, 133-Clear. calm. Quebec, 139-Clear, calm. Arrived in 5.10 a.m. Arrived down 6.15 a.m. Quebec, 6.34

Above Montreal.

Lock No. 2-Eastward 5.30 a.m. Omaha, 6.40 a.m.

Lachine, 8-Clear, west. Eastward 6.20 p.m. yes-

terday Hamilton, 6.45 p.m. Quebec, 7.15 p.m. Thrush, 7.25 p.m. Moravia, 8.20 p.m. India, 7.26

m. Hilda, 4.45 p.m. Fordonian, 10.20 p.m.

ittie, 10.05 p.m. Keyport.

Cascades Point, 21-Clear, west

.m. Percesian. Out 8.00 a.m. Saguenay.

from the Gulf to Havre, with cotton 125s., July, British steamer, Foylemore, 2.371 tons, same to Liverpool 95s., special conditions, July.



Take the Water Way

Spend your vacation on the cool waters of the St. Lawrence

Montreal-Quebec Line Daily service at 7.00 P.M.

Montreal-1000 Islands **Toronto Line**

Steamers sail from Victoria Pier daily in-

Saguenay Line

Steamers leave Quebec Daily except Sun day at 8.00 A.M.

Saguenay Express Service

S.S. "Saguenay" leaves Montreal Tuesdays and Fridays at 7.15 P.M.

North Shore-P. E. I.-Pictou Service S. S. "Cascapedia" sails from Montreal every second Thursday.

Full particulars regarding the many in-teresting voyages on Lake Ontario and the St. Lawrence River may be obtained from your local ticket agent or by addressing.

Canada Steamship Lines Limited Victoria Square, Montreal.

A new company has been registered in London to be called the Lloyd's Underwriters' Defense Association. Ltd., with a view of protecting the interests

nderwriters at Lloyd's. The company consists of Company to issue bonds to the extent of \$1,400,000. 800 subscribers, who are each liable for £1 each in the event of winding up, but the funds of the com- of putting the Winnipeg, Selkirk & Lake Winnipeg. pany will consist of a levy in the form of an enrance fee, based on the premium income. For ex- ings.

mple, £1 per name is payable for a premium intome of \$5,000 and under, and the amount is gradu-Electric the sum of \$940,000 for money advanced. The ated up to £10 per name for incomes of over £40,-000. The management is vested in a committee, con sisting of persons for the time being constituting the tommittee of Lloyd's Underwriters' Association, The Winnipeg, Selkirk & Lake Winnipeg Railway state-Committee of Lloyd's Underwriters Association, And Winnipeg, Seikirk & Lake Winnipeg Baliway state-first members are C. P. Janson, S. A. Boulton, P. G. ment having been filed by that company on May Fish, P. Hargreaves, H. G. Sicklemore and C. C. Blogg.

TIMAGAMI.

A peerless region for sportsman, canoeist and camper, situated in Northern Ontario and easily reached via Grand Trunk Railway System. Good notel accommodation is available, and in no district can finer fishing be obtained. Write for full pariculars, advertising matter, etc., to: M. O. Dafoe, Grand Trunk Railway System, No. 122 St. James Street, Montreal.

OHIO RAILROAD SHAREHOLDERS. Baltimore, July 14 .- Stockholders of Baltimore &

Ohio Railroad number 29,000, of whom 17,000 own less port. than 20 shares each. About 11,000 of stockholders are omen. Largest foreign interest is held in Germany.

NORTHERN PACIFIC AND B. C. RAILWAY. A meeting of the shareholders of Northern Pacific

nd British Columbia Rallway Company will be held and British Columbia Railway company will be neid business of the Bashwin Company, including at Room 514. Metropolitan Building, in the City of Vancouver, British Columbia, at 10 o'clock in the gate \$100,000,000 at the present time, or a grand forenoon of the 6th day of August.

TO ISSUE **s**1,400,000 bonds

Eastward

damages in the sum of the difference between the Winnipeg, Man., July 14 .- An order has been issued expense of drayage actually incurred, at a reasonby Public Utilities Commissioner Robson, authorizing able charge therefor, and that which would have been of its members so far as concerns their liability as the Winnipeg, Selkirk & Lake Winnipeg Railway charged if the delivery had been promptly made. In the latter case authority to make payment must be Proceeds of the bonds are to be used for the purpose obtained from the Commission upon proper proof by and Winnipeg Electric Railway on separate footboth parties.

The first mentioned company owes the Winnipeg Trunk Railway was again brought up before the order of Judge Robson's will enable the suburban Board of Control yesterday afternoon. The report of Mr. G. R. McLeod, the city engineer in charge of

company to reimburse the Winnipeg Electric. The order was made, upon the application of th 31 last. It is ordered that the company undertake as Mr. Butler, one of the city's attorneys, is going as a term of this order to account to the Public Utilities Commission for the disposition of the pro-Dominion Railway Commission. When Mr. Butler ceeds of the \$1,400,000 bond issue, and that the said bonds shall not be sold at a less price than 85 cents on the dollar. The order is made subject to the approval of the shareholders of the company, auth-

RISE IN BALDWIN LOCOMOTIVE

orizing the said bond issue.

STOCK DUE TO WAR ORDER. troller, "and ask the permission to borrow whatever New York, July 14 .-- The recent activity in Baldwin Locomotive stock has been accompanied by reports of war order business, but officials maintain their silence and refuse to confirm or deny the re-

When planning your summer vacation give thought Additional war orders, to the value of \$60,000,000, the Lake of Bays District in the Highlands of will be placed with the Baldwin Locomotive Com-pany, provided the necessary financial arrange-Ontario. It is easy of access via the Grand Trunk Railway System, and affords all features to be de-

arrange ments can be made, according to a well informed

sired for a perfect holiday. Good hotels from the report among war supply brokers. Wawa" to less pretentious houses provide fine ac-Business of the Baldwin Company, including commodation at moderate cost. Fishing is excellent

Advertising matter and all information may be have on application to:-M. O. Dafoe, Grand Trunk Railtotal of \$160,000,000 if new contracts are closed. way System, No. 122 St. James St., Montreal.

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