Railways

Of Spinion that Company which has Taken Over European and Brazilian Co's Ships Is In Good Shape

The dellowing article appearing in the "Syren" will be of interest to Canadian shipping men:

"We understand that there will shortly be issued a prospectus which will be of very great interest to investors in shipping stares. Naturally, the minds of such investors are at present in a state of some perplexity, for the outlook for shipping in general is a most uncertain one, and even the optimists amongst experts do not seem to, anticipate a recovery before the beginning of the annual autumn crop movement. Indeed, the uncertainty of existing conditions is leading many people who follow the shipping-market to turn their attention to shares will be entitled to a further preferential dividend at the rate of 1 per cent, on their capital for each £10, 00 of any surplus distributed. With egard to the second consideration of mportance to investors in Judging the suitability of a stock for purchase—the question of, capital safety—it is eviuitability of a stock for purchase—the question of capital safety—it is evilent, that in this respect also both the lebentures and the preference shares if the London-American Trading Comany compare very favourably with their securities of their respective lasses. The debentures are secured y a statutory first mortgage on the Company's fleet, and by a floating share on the undertaking and other usets. A valuation of the fleet has seen made by the well-known firm of hip-valuers, Messrs. C. W. Kellock and Co., in conjunction with Messrs. lannery, Baggallay & Johnson, Limted, naval architects and engineers, and in the joint report furnished by hese experts the company's nine teamers, which are certified as being iffirst class order and fully classified t Lloyd's or Bureau. Veritas, have ping Market to turn their attention to the stocks of companies whose profit cannot be affected by the existing depression in the industry. One of the best means, of course, whereby investors can avoid the depreciation of their holdings consequent upon fluctuating profits is for them to purchase the securities of undertaking whose managers have had the foresight to secure charter-parties on favourable terms covering reasonably long periods for all or the majority of the vessels they own. An opportunity reamers, which are certified as being a first class order and fully classified the Lloyd's or Bureau. Veritas, have een valued as a going concern at 2398,000. Suitable provision has een made for redemption of the whole save of debentures during the next 9½ cars, and the repayment of these described the same and the repayment of these described in the same and the repayment of these described in the same and the repayment of the same advantage of a possible appresiation of slightly over 5 per cent. In apital value if drawn for repayment at the price specified. Taking the position all round, the opportunity afforded by the issue will be an exceptionally attractive one. vourable terms covering reasonably long periods for all or the majority of the vessels they own. An opportunity of this nature will be afforded by the prospectus referred to above, which concerns an issue to be made by the London'-American Maritime Trading Company, Limited. This undertaking has acquired from the European and Brazilian Shipping Company, Limited of Toronto, Canada, as from Jan. 1 1914. a fact of nine steamers, aggregating some 62,000 tons. Of these vessels six have been for some time past under charter to the Rio de Janeiro Tramway Light and Power Company, Limited (a company with a share and debenture capital of over £19,000,000), but since their acquisition by the London-American Maritime Trading Company the formetharter have ben cancelled and new charter-parties extending over period of between eight and nine years have ements, we understand, the sums payable to the company for the hire of their steamers are fixed, and in this way the earnings of the steamers will be rendered outling in the freight market during the period of, the charters. Thus, it is apparent that the profits of the Company will be maintained at a stale in the which cannot be reduced, no CANADIAN PACIFIC RAILWAY CO. UPPER LAKE STEAMERS. Athtbasca, departed Sault Ste, Marie 50 p.m. June 23rd, down. it is apparent that the profits of the Company will be maintained at a stable-rate which cannot be reduced, no matter how serious the existing deprecation in the shipping industry at large may become. We need scarcely dilate upon the importance of this fact to any investors who are likely to find it necessary to realize their shiping investments at short notice, for the price of the securities issued by a company whose profits are known to be steady and sure remains unaffected at times when the stocks of other undertakings may be seriously depreciated in value. There is, of course, always a possibility that although a company might have secured charter-parties in this way, the irreducible minimum of profit ensured to it might

ties in this way, the irreducible minimum of profit ensured to it might prove inadequate to render its securities desirable as investments. Or again, the capital safety of the stocks of such an enterprise might not be above reproach. These are two points which it is essential for the investor to bear in mind when examining any security with a view to mirchaise, even flouch be my have

any security with a view it purchase, even though he may hav satisfied himself that the company is suing it is so fortunate as to have secured immunity from fluctuation in its profits. The position of the London-American Maritime Trading Company, however, emerges successfully from quite the most stringent investigation this expect. First let us the the

this respect. First, let us take the

ing the period of the charter, should average not less than £43,000 per an-

Assinibola, departed Fort William, 2 .m., June 23rd. Keewatin, departed Port McNicoll, 10 p.m., June 23rd. ALLAN LINE STEAMERS.

Corsican, from Glasgow, for Quebec, and Montreal, arrived Montreal 8.45 c.m. June 22nd. Hesperian, from Montreal and Que-Hesperian, from Montreal and Que-pec, for Glasgow, passed Cape Race at 15 p.m. yesterday. Scotian, from Montreal and Quebec, or Havre and London, passed Cape Race, 1.15 a.m., June 23rd. Tunisian, from Montreal and Que-ac, for Liverpool, salled hence at 2.10 Lam., June 23rd.

Alsatian, from Liverpool for Que ec, was reported 250 miles east of lape Race at 3 p.m., June 23rd.

Sicilian, from Montreal and Quebec,
or Havre and London, was reported
50 miles west of Fastnet at 2 p.m.

June 23rd.

Additional train now leaves Windso it. Station on Saturdays at 1.25 p.m or stations Montfort Jct., and west to abelle, returning leaving Labelle on undays at 5.00 p.m. for Windsor St. itation. This train carries parlor car o and from Montreal.

HAMBURG-AMERICAN LINE.

THOMPSON LINE.

CUNARD LINE aronia from New York nguard, 8 a. m. to-day.

WHITE STAR-DOMINION LINE. Turcoman left Ayonmouth for Mont al 7 a.m. to-day.

CANADA LINE. Samland left Rotterdam for Mont-eal June 22nd with 482 passengers.

GRAND TRUNK SYSTEM

actual extent of the profits and the margin of security they afford to the company's debentures and preference shares; Mesers, Peterson-and Co., Lim-ited, who have acted in the past as managers of the stemmers, and will continue iso to act for the company, certify that on the basis of past re-sults, the average profits of the six steamers' (after fully providing for running expenses and maintenance in good order and condition and manage. unning expenses and manner and manage ood order and condition, and manage nent and administration expenses) ogether with the amount of the com-nissions to be earned by the company

> Decrease MARITIME PROVINCE

s furnished by J. C. Mackin Bid 145 202 230 260 220

num. This sum is more than sufficient to pay the full amount required for debenture interest, repay all the debentures at a premium during the next 9th years, and the 7 per cent dividend on the preference shares, without taking into consideration the earnings of the three other steamers. We may therefore regard it as an established fact, that an absolutely safe and regular income is assured to the holders of both the debentures and the preference shares. Another point to Banks: critish North America regular income is assured to the holders of both the debentures and the preference, shares. Another, point, to be considered is that, in addition to the sum specified, the earnings of the company's three additional steamers, which are also engaged in the carrying, tradic at remunerative rates, should increase the balance of reserve and dividends on the ordinary shares. Takeing as a basis the certified earnings of the nine steamers (during a period of 21 months), to the end of 1913, the auditors, Messrs. McAulliffe. Davis & Hope, state that, after providing for ordinary repairs, the annual profits and redemption of debentures, deforciation, management and administration expenses, will exceed 24,393. The sum required for interest on the 270,000 at 5% per cent. Inst. martsase debentures amounts to \$11,000, and the payment of the star.

A TEMPORARY DEPOT.
It is announced that the Canrn Railway has

ain line to Vancouver they would the main line to Vancouver they would not be able to complete the permanent depot on Dorchester street in time, hence the Lagauchetiere street project. The main depot will probably take over two years to complete and in the meantime they would want a passenger terminal in the centre of the city by the first of May next, at the outside, The Lagauchetiere street station will, it is stated, be no mean structure, as it will be used for express and tion will, it is stated, be no mean studenture, as it will be used for express and other business following, the taking possession of the Dorchester street main depot. It is hoped that they will be able to send suburban trains out of the proposed new station or the first y next and as well as the Vanouver trains say by the month of The projected depot will be a covered building.

GRAND TRUNK NEW SERVICE. The Grand Trunk, having a double rack all the way between Montreal and Chicago, have arranged their new ervices going into effect June 28, to ake full advantage of this fact. nternational Limited westbo International Limited westcome international 4.30 p.m., Detroit 9.55 p.m., same day and Chicago next morning at 8 a.m., it to have a sister service in the opposite direction—The International Limited—Eastbound. This train will leave site direction—The International Lim tied—Eastbound. This train will leav. Chicago at 5.45 p.m., daily, Detroit 1 p.m., Toronto, 9 a.m. and arrive Mont real 5.45 p.m. The departure fron Chicago will be two hours and forty dive minutes later than the present ser

ave minutes later than the present service, and passengers will reach Montreal fifteen minutes earlier than a present, thus reducing the time take on the Journey by three hours.

Observation-Library-Drawing Roor-Compartment Cars, will be operate on The International Limited, from Chicago to Toronto, via the famou Dundas Valey, and Burlington Barner Hamilton. New and most a on The International Limited, from Thicago to Toronto, via the famous Dundas Valey, and Burlington Bay, near Hamilton. New and most yeractive panoramic views of the grand Trunk Route have been secured and will be extensively used in the form of large framed pictures for office windows, and in the illustrated diterature, of the Grand Trunk to attract tourists from the United States for a trip through Canada. To the International Limited, Westbound from Montreal, a similar type of observation car will be attached at Toronto, running through to Chicago. These new observation cars will be known, as the "Dundas Valey," and "Burlington Bay" respectively. The night Limited train now leaving Montreal as 10.30 pm, will leave at 11 phm, and run via the Junction Cut and Burlington Bay, and the Junction Cut and Burlington Bay is the Junction Cut and Burlington Bay is the Junction Cut and Burlington Bay, just west of Hamilton, reaching Detroit at 1.45 pm, and Chicago 8.40 pm. This, train, leaving, Montreal hair an hour, later than at present, and reaching Chicago forty-five minutes earlier, will, save the traveler one hour and a quarter between Montreal and Chicago.

tween Montreal and Chicago.

For the special accommodation of passengers from Montreal to Hamilton, St. Catharines, Niagara Falls, Eurfalo, and other stations to the sputh and east of Hamilton, a standard drawing room sleeping car will be attached to the 11 p.m. train from Montreal, and this will go forward from Toronto at \$.10 a.m. immediately following the Chicago train.

Chicago train.

Later Departure from Toronto.

The train at present leaving Toronto for Detroit and Chicago at 11 p.m., via Stratford, will, under the new service, leave Toronto at 11.45 p.m. daily and run, via Hamilton reaching Detroit at 8 a.m., and Chicago 3 p.m., next day. This is designed to give the passengers the entire vening in Toronto, yet owing them to reach Detroit in tim breakfast and Chicago at an hou t will assure converse. tor oreagnst and Chicago at an hour that will assure connections with all principal trains for St. Paul, Minneapolls, Winnipes, and Western Canada, Colorado, California and other Pacific Coast destinations. The railways west of Chicago operate their finest trains from that city between five and seven p.m. This train from Toronto will also have very destrable connections from so have very destrable connections from have very desirable connections from ations in Eastern, Northeastern and

so nave very destrance connections from stations in Eastern, Northeastern and Northern Ontario. ith, to 21st.

Another later departure will be the night Limited from Toronto, which will leave at 11 p.m., instead of 10.45 p.m., and will arrive in Montreal at 7.30 a.m., instead of 7.40 a.m.

MARKET \$700,000 BONDS. MARKET \$700,000 BONDS.

Henry, McLaughlin, president and sole owner of the Pensacola, Mobile & New Orleans, has succeeded in marketing in New York a big block of the company's bonds said to be \$700,000, the proceeds to be used in completing the roadbed to Mobile. The road has been completed to a point 40 miles prothwest of Pensacola. orthwest of Pensacola and the entire ne can now be finished within six tonths.

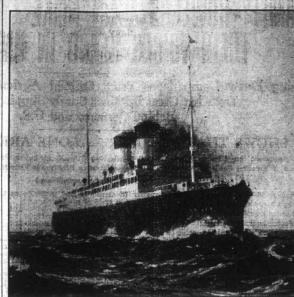
BACK ON FULL TIME. Men employed in the shops of the Baltimore & Ohio at Washington have been put back to full time and an addi-tion of 200 is to be made to their num-ber.

STANDARDIZE TRUNKS.

Having by patient and persistent effort during a number of years succeeded in limiting the size of trunks with a penalty in the way of excess charges for exceeding ft, the American general bagsage agenta have now begun a ampaign against those of a freak character and to effect a standardizing of style and shape so that they will be either square or rectangular, and thus insure more space in bagsage cars and compartments provided for their transportation in combination cars. In this they will seek the co-operation of the Interstate Commerce Commission. STANDARDIZE TRUNKS.

INTERNATIONAL MERCANTILE
MARINE,
Zealand due New York 8 a. m. to-St. Louis due New York Thursday

A NEW C.P.R. LINER



WEDNESDAY, JUNE 24, 1914.

Sun sets, 7.51 p.m. First quarter, June 1st.

TIDE TABLE. Quebec.

Quebec. High water, 6.19 a.m., 6.55 p.m. Rise, 16 feet a.m., 14.2 feet p.m. Highest tide on June 27—Rise 16.8 feet.

00 0 0 0 0 0 0 0 0 0 0 0 Weather Forecast.

Lower Lakes and Georgian Bay -loderate winds; fine and decided; arm to-day; some local thunder torms on Thursday. torms on Thursday.
Ottawa Valey and Upper St. Lawence—Fine and decidedly warm.
Lower St. Lawrence and Gulf—
Iderate to fresh southwest and
eest winds; fair and decidedly warm.
Maritime—Moderate to fresh winds,
hiefly southwesterly; fair and quite
larm.

All West- Showers in some local hange in temperature.

PORT OF MONTREAL.

Arrivals.

Arrivals.
Cairntorr, 2,293. Cairn Line, from
Middlesboro, general cargo. Arrived
June 23rd. Robert Reford Co., Agents.
Innishowen Head, 1,988, Head Line,
from Belfast, general cargo. Arrived
June 23rd. McLean, Kennedy & Co.,
Arents. Coastwise Arrivals.

Firmreite, from Sydney with coal; Wagama, from Sydney, with coal. Both for Black Diamond Line. Arrived June 23rd.

Departures.

Nuceria, bulk cargo of grain for Ant werp. Salled June 23rd. T. R. Mc Carthy, Agent.
Devona, Thomson Line, for Newcas tle and, Leith, general cargo. Salled June 23rd. Robert Reford Co., Agts. Kwarra, Elder Dempster Line, fo South African ports, steel rails an general cargo. Salled 3 a.m., June 24th. Elder Dempster Co., Agents.
British Transport, bulk cargo of rain for Lisbon. Salled 6 a.m., June 24th. Furness, Withy, Co., Agents.
Bursfield, bulk cargo of grain for Europe. Salled 5 a.m., June 24th. Furness, Withy Co., Agents.

VESSELS IN PORT. Cairntorr, Cairn Line, from Mid-lesboro. To sail for Calais, June 27.

Robert Reford Co., Agents,
Innishowen Head, Head Line, Belfast, To sail June 27th, McLean, Keniedy Co., Agents,
Manxman, Dominion Line. Bristol.
Fo sail June 27th. James Thom, Agt.
Wittekind, Canada Line. Rotterdam.
To sail June 26th. James Thom, Agt.
Corsican, Allan Line, Glasgow. To
all June 27th. Allan Line, Agents,
all June 27th. Allan Line, Agents

Corsican, Allan Line, Glasgow, To all June 27th. Allan Line, Agents, Ascania, Cunard Line, Southamp-on, To sail June 27th. R. Reford Jo., Agents. La Touraine, French Line, Havre, Co sail June 27th. James Thom, Agt. Saturnis, Donaldson Line, Glasgow, O sail June 27th. R. Reford Co., ugents.

Montcalm, C.P.R. London-Antwerp.

Montealm, C.P.R. London-Antwerp. To sail June—C. P. R. Agents.
Ness, to load grain for Europe. T. R. McCarthy, Agent.
Warrior, to load grain for Europe.
Sahara, from Demerara. Robert Redord Co., Agents.
Budapeat, to load grain for Europe.
T. R. McCarthy, Agent.
Virginan, C. P. R., Liverpool. To sail June 25th. C.P.R. agents.
Teutonic, White Star, Liverpool. To sail June 27th. James Thom, agent. Othello, Wilson Line. To load grain.
Furness Withy, agents.
Pillar de Larrinaga, Larrinaga Line.
To load grain. Robt. Reford Co., agents.
Montfort, C. P. R., London and Antwerp. C. P. R., Agents.
Manchester Commerce, Manchester.
To, sail June 27th. Furness, Withy Agents.
Dalton Hall, Hull, Furness, Line. To.

Agents.
Daiton Hall, Hull, Furness Line, To sail June 24th. Furness, Withy, Agts.
Santaren, Barbadoes, Robf. Reford Co., Agents.
Bertrand, T. R. McCarthy. Laurier

SMOKE VAFAIDIS

Bertrand, T. R. McCarthy, Laurier Renvoyle, 6 a.m., Mary P. Hall and tow. 7.15 a.m., Windsor. P. Dalhousie, 288—Clear, caim. East. Ward, 2.30 a.m., Glenmavis. 3 a.m. Pier.

Celebrated Egyptian Cigarettes

Bertrand, T. R. McCarthy, Windmill Renvoyle, 6 a.m., Mary P. Hall and ward, 2.30 a.m., Windsor. P. Dalhousie, 288—Clear, caim. East. Ward, 2.30 a.m., Glenmavis. 3 a.m. Pier. 7.30 a.m., Algonquin. 7.30 a.m., Algonquin.

O O O O O O O O O O O O O O VESSELS BOUND FOR MONTREAL Broomfield—Pen errana, Barbadoes Sowwell-Antwerp .June Tyskland-Demerara L'verpoo

ssued by Authority of the Depar of Marine and Fisheries.) Montreal, Noon, June 24, 1 L'Islet, 40—Out, 8.30 a.m., a ste

. 8 a.m., Hochelaga. Point, 325—In. 9 a.m., a two-steamer. Arrived in 8.20 a.m.

Cape Ray, 553—Clear, light south-

st. Flat Point, 575—Cloudy, light south-

est. In. 12.30 a.m., Spiral. 6.30 a.m., igstad. Out. 2 a.m., Sticklestad. 4.30 m., Felix and Skogstad. In. 8 a.m., sterday, Batiscan.

rsterday, Batiscan. Cape Race, 826—Foggy, light southest. No ice. In, 5 a.m., Manchester

Grindstone— Heavy rain, strong

Point Tupper-Clear, light south

Three Rivers, 71—Clear, south 9.50 a.m., Kendal Castle, 10.50 Norhilda. Out, 11 a.m., Kwai Batiscan, 88—Clear, south.

St. Jean, 94—Smoky, calm, Grondines, 38—Smoky, calm, Portneuf, 108—Smoky, southwest. St. Nicholas, 127—Clear, west. Bridge, 133—Clear, west. Quebec, 139—Clear, west.

West of Montreal West of Montreal.

Lachine, 8—Clear, west. Eastward.

50 a.m., Imperial.

Galops Canal, 99—Clear, southwest astward, 4.30 a.m., McVittie, 6 a.m.

'allanza, Rotterdam orinthian, London . . crndene, New York aduna— Antigua . . crmuda—Norfolk . .

ona-Cleared Kingston midght last night. Donnacona—Up Soo at 5 Cnight of the Garter, Cardiff...June

Doric-Left Belleville at 4 p.m. or Vearpool, Genoa......June fanchester Shipper, M'ster...June 22nd.
A. Jaques—Due Montreal to rampian, Glasgow......June 20 amland, RotterdamJune 2 SIGNAL SERVICE BULLETIN.

30 p.m. 22nd.
A. E. Ames—Up Port Colborne at 30 p.m., to-day.
H. M. Pellatt—Due Port Colborne a.m., a steam barge.
Cape Salmon, 81— Clear, light west
Out, 8.15 a.m., a two-masted steam-

-night. J. H. Plummer—Due Port Colborne outh west.
Father Point, 157—Clear, light west.
1 9.35 a.m., Royal George. 3.15 a.m.,
erndene. 8 a.m., Fremona. Out, 3.45
.m., Wabana. 4.55 a.m., Alfred Nobel,

Beaverton-Montreal. Tagona—Due Detroit this afternoon Kenora—Cleveland unloading.

Arabian—Due Montreal. out a.m., a two-masted steamer. 9.30 a.m., a two-masted steamer. 8.40 a.m., Lake Manitoba. Matane, 200—Clear, light southwest. but, 7.15 a.m., Alden. 8.35 a.m., Tu-isian, 9.15 a.m., a two-masted steamer. Cape Chatte, 234—Clear, light west. 16 a.m., a steamer. 6.15 a.m., a steam-Out, 8 a.m., a two-masted.

W. Grant Morden-Left Ashtabula Emperor—Cleared Port Colborne at p.m. on the 22nd.
Midland Prince—Arrived Two Harurs at 5 a.m. to-day

ohn Sharples at wharf. Left, in 4 b.m., yesterday, Honoriva." S. W. Point, 360—Cloudy, south. South Point, 415—Çlear, light north-

ng. A. E. McKinstry—Eric discharging. Renvoyle—Due, passed Kingston to-Saskatoon- Montreal, discharging

ight.

Belleville—Leaves Deseronto at

m., for Montreal.

Your Tupper—Crear, nghe Southwest.
Louisburg — In, yesterday, 5 a.m.,
Heightington and Salmonpool. In yesterday, Clara Menning.
Quebec to Montreal.
Longue Pointe, 5—Clear, calm. In,
11.40 a.m., Haddington.
Vercheres, 19—Cloudy, west.
Sorel, 39—Clear, south. In, 10.05
a.m., Glenesk. Arrived in 11.10 a.m.,
Hudson and tow. Out, 9 a.m., Bursfield. 10.40 a.m., British Transport.
Three Rivers, 11—Clear, southwest, C. F. Carter in New York Sun doubts
If Panama Canal is worth while as a
business proposition, because maintenance cost will be \$22,000,000 per
year. To meet fixed charges with amortization a toll of \$2.15 a ton would be
necessary. Only notable savings in
listance effected, are those least
worth while. worth while.

CYCLE CAR TRAFFIG.
Twombly Taxi Cab Co., capital \$500,000, has contracted for 1000 \$600 cycle cars to carry two passengers, driver and luggage. Fare will be 25 cents the first mile, and 5 cents for each quarter mile thereafter. Company will operate in New York, Philadelphia and Boston. Batiscan, 88—Clear, south. In, 10.55 m., Canobie. 11.45 a.m., Flixton, St. Jean, 34—Smoky

New York, June 23.—Chartering estricted to a few steamer fixt lthough a moderate demand prealthough a moderate demand prevailed for tonnage. Rates were steady to firm, with tonnage offerings limit ed. Quotations to Liverpool, Glasgow and Bristol, 2d; London and Antwerp 1½d; Rotterdam, 3c; Hamburg and Bremen, 27½ přemilgs; Hull, 1¾d pickéd ports, large tonnage, 1s 10½d; cotton to Liverpool, per 100 lbs., 20c asked.

Asked.

Charters— British steamer, 3,160
Tons, nitrate, west coast South America to the United States, 18s, with options, July-August; British steamer, 30,000 quarters grain, Montreal to Avonmouth or Rotterdam, 1s 104/d, option Liverpool or London, 2s, July; British steamer, 22,000 quarters grain, Baltimore to the Continent (Bordeaux-Hamburg range); 2s 10/gd August, British steamer, 1,317 tons, timber, Gulf to Holland and east coast, United Kingdom, three ports, 738 9d, July; to Holland and east coast, United Kingdom, three ports, 73s 9d, July; British steamer, 2,467 tons, coal prompt; British steamer, 1,152 to coal, Baltimore to Puerto Barrios a Tela, private terms, prompt.

C. P. R. DOMINION DAY EXTRA TRAINS. Leave Place Viger, June 30th. 5.10 p.m. for Labelle. 11.15 p.m. for Ste. Agathe. Leave Place Viger July 1st. 10.05 a.m. for St. Jerome. 10.040 a.m. for Joliette. 9.30 a.m. for Lachute. Arr. Place Viger July 1st:

St. Jerome 6.45 p.m St. Agathe, 7.40 p.m.

Labelle, 7.10 p.m.
Joliette, 8.30 p.m.
Lachute, 8.15 p.m
Lachute, 8.15 p.m
Leave Windsor St., June 30th:
3.45 p.m. for Sherbrooke.
10.30 a.m. for Pt. Fortune.
Arr Windsor St. July, 1st.:
Leave Sherbrooke, 6.20 p.m. Leave Sherbrooke 6.30 p.m. Leave Pt. Fortune 8.05 p.m.

CANADA STEAMSHIP LINES, LIMITED.

Location of Steamers at 6.15 p.m.
anadian—Due Washburn to-night
Acadian—Left Duluth at 2 p.m.,

22nd for Montreal ian-Due, passed Kingston or Montreal. Calgarian—Welland Canal, west-

ound. Fordonian—Belleville. D. A. Gordon—Left Fort William ildnight last night. Glenellah—Windsor, unloading. Dundee—Montreal, unloading.

Dunelm—Due Fort William to

ight.

Midland Queen— Due to leave Port

Irthur at noon to-day for Quebec.

Sarnian—Cleared Fort William at

o-night.
Rosedale—Cleared Washburn at
m. to-day for Port Arthur.
Wahcondah—Washburn, unloading.
Neepawah—Montreal, unloading.
Bickerdike—Due Toronto to-night.

Bulk Freighters.

pours at 5 a.m. to-day.

Midland King—Port Arthur drydock.

Martian—Port Colborne, discharging.

Empress Ft. William— Little Curent, discharging.

Empress Midland—Buffalo, discharg-

g. Winona—Fort William, loading. Stadacona — Left Superior at 7.35 m. to-day. Scottish Hero—Cleared Sandusky a on for Ft. William. Turret Court—Due Port Arthur to

night.
Turret Cape—Down Port Huron at.
7,30 a.m. to-day.
Turret Crown—Port Arthur discharg-

rain.

Mapleton—Erie, discharging.

Haddington—Quebec, discharging.
Cadillac—Left Quebec at 2 a.m. for
ort Colborne.

Natironco—Due up Port Huron to-

p.m., for Montreal.

City of Hamilton—Leaves Montreal
to-night, for Toronto and Hamilton.

City of Ottawa—Hamilton, leaves tomorrow for Toronto and Montreal. WILL PANAMA CANAL PAY?

CANADIAN PACIFIC MAIL AND PASSENGER SPECIAL Leaves Windsor Street, 10 a.m., Thursday, June 29th. Connecting with R.M.S. Virginian. Train will run direct to ship's side.

Colonization Excursion to New Ontario Return July 25th PORTLAND, KENNEBUNK, OLD ORCHARD.

Now in Effect.

In Effect June 26th Lv. Windsor St. 9 a.m. 9.05 p.m. Through Parlor and Sleeping Cars. NEW FAST EXPRESS SERVICE.

NEW FAST EXPRESS SERVICE.
Toronto — Detroit — Chicago.
The
Canadian No. 21.
Lv. Montreal 3.45 a.m. 10.00 p.m. E.T.
Är. Toronto 5.40 p.m. 7.35 a.m. E.T.
Ar. Windsor 12.10 a.m. 2.00 p.m. ET.
Ar. Detroit 11.35 p.m. 1.30 p.m. C.T.
Ar. Chicago 7.45 a.m. 9.55 p.m. C.T.
Compartment—Buffet, Library, Ob-Compartment—Buffet, Library, Observation Cars, Standard and Touris Sleepers, Dining Cars on "The Canadian" via Canadian Pacific, Windsor and Michigan Central.

TICKET OFFICES: 141-143 St. James Street
Phone Main 8125
Windsor Hotel, Place Viges
Windsor Street Statton

CRAND TRUNK SYSTEM
THE "INTERNATIONAL LIMITED."
Canada's Finest and Fastest Train
Leaves Montreal 9 a.m., arrives Toronto
4.30 p.m., Detroit 9.55 p.m., Chicago
8 a.m. daily.

NIGHT EXPRESS. Leaves Montreal 10.30 p.m., arrives To-ronto 7.30 a.m., Detroit 1.53 p.m., Chicago 9.25 p.m. daily.

THE LAKE AND RAIL ROUTE TO WESTERN CANADA. From Toronto: 11.15 a.m., Mondays, Wednesdays, and Saturdays, via Grand Trunk to Sarnia, Northern Navigation Co. to Fort William, and Grand Trunk Pacific to points in Western Canada.

TIME TABLE CHANGES A change of time will be made Jun 28th. Time Tables containing full par ticulars and all information may b ad on application to Agen

CITY 122 St. James St. cor. St. Francois
Xavier—Phone Main 6365
OFFICES Windsor Hotel "Uptown 1187
Bonaventure Sta'n " Main 8220

DONALDSON LINE

June 13. Saturnia . June 20. . . . Athenia . June 27. . . . Letitia . . Passenger Rates—One class (II.) \$47.50 upwards. Thir cast and westbound, \$31.25.

THE ROBERT REFORD CO., Limited.
General Agents, 20 Hospital Street,
Steerage Branch, 488 St. James Street,
Uptown Agoncy, 530 St. Catherine W.

CUNARD LINE

Southampion.
June 11. Ascania.
July 9. Andania.
July 16. Ascania.
Steamers call Plymouth Ea
Rates, Cabin (II.), \$46.25, 3)
British Eastbound, \$30.25 up.

THE ROBERT REFORD CO.,

Limited.

General Agents, 20 Hospital Street.
Steerage Branch, 488 St. James Screet;
Uptown Agency, 530 St. Catherine W.



LARGEST CANADIAN LAKE

mile thereafter. Company will operate in New York, Philadelphia and Boston.

STEAMSHIP SPECIAL.
Connecting with, R.M.S. Virginian, sailing from Quebec, Thursday, June 25.
Passenger and Mail Special of First-Class Coaches, Diner and Parlor Cars, will leave Windsor Street Station at a.m. Thursday, June 25.
Train will run direct to ship's side.

When answering advertisements please mention The Journal of Company service of Alie St. Lawrence and Chicago Steam Navigation Company early in July, and will be the largest lake freighter in the Dominion.

Real Esta

The largest of the fifty-sestate deals formally registe terday was the sale by Wi Haskell to the Landholders (Limited, of the southwest pelot 475, parish of St. Lawren is situated on the Cote Vartu contains 48 arpents of land, we gether with the buildings brought the sum of \$133,903, to \$2,750 per arpent.

VOL. XXIX. No

Rodolphe Turcotte sold to A A. Lefebvre part of lot 74a (Louis, measuring 36 feet by together with Nos. 1842 and 11 Lawrence Boulevard, for \$35.00

Peter Meracos sold to Georg Louis Ostiguy lots 14-7, 14-6-15-693-1 St. Jean Baptiste, th forming the southwest corn Mount Royal avenue and Drolet for \$31,000. Hirsh Lande sold to Mrs. E

with the buildings thereon in (street, for \$20,000. Jeremia Duquette sold to Le Ethier lots 10-1295 and 1296 Co Louis with Nos. 2871 to 288 Dominique street for \$16,500.

Irs. Mary Ellen Guerin sold to H. Charette lots 23-630 to chelaga, the same being vacan-ting on to Forsyth street,

Miss Barthe Lacoste sold to A. I lot 14-145 Cote St. Louis, with 1515, 1517 and 1519 Esplanade ave

, B. Salzman sold to P. J. Mee the southeast portion of lot 11 Cote St. Louis, with Nos. 2254, 2256 2258 St. Urbain streef, for \$10,000.

DEMAND FOR FAARMS INCREASING RAPID

Farms in Eastern Township find a Ready Market say Real Estate Men

GOING BACK TO LAND

usiness Conditions in the City Hav Induced Many Young Men to Take Up Farming Small farms in the Eastern Town bips are at the present time in good emand, and probably owing to the tet that business conditions in the titles are dull, more young men a king up farming this year than be be.

t was stated at the office of Mr. P It was stated at the office of Mr. F. E. Brown this morning that there was a considerable demand for small farms around \$5,000, in the vicinity of Knowlfor and Foster, and also along the north shore. The purchase of these farms is not of a speculative nature but solely for farming purposes. Many fathers are purchasing farms for their sons in order that they may take up farming. Real estate business in farm lands. Real estate business in farm lands in son attracting more attention in many sources than that in subdivisions. Many of these farms are being purchased and considerable sums are being spent in the improvement of the property.

the property.
It was stated that business which and recently been very brisk in Notre buse de Grace was now showing a falling of

UNFILED ORDERS

onal Brick Company Has Larger Omber of Unfilled Orders Than Last Year—Building Going Ahead. Unfilled orders of the National Brick-Company at the present time are 13,009,000 bricks, as compared wit 40,000,000 bricks, as compared wit 60,000,000 bricks, as compared in the fact of the fact of the fact and the improvement is noted in the fact of the fact that unfilled orders have risen in the last

caief father strikingly by the fact that unfilled orders have risen in the last unfilled orders have risen in the last couple, of weeks from 24,000,000 to 25,000,000 bricks.

It addition stocks on hand which were fairly large at the beginning of the year, he been reduced to merely anymal proportions.

The increase in unfilled orders is an interest of the year, he was the year had been reduced to merely anymal proportions.

The increase in unfilled orders is an interest of the pulled orders and the important line of business and the important line of business and the improvement in brick orders should naturally be reflected in other branches of the building trade. Two months are the outlook was rather obscure and this time a year ago the market for brick and other construction material was fading away after a promising start in the early part of the year.

PENSSYLVANIA MGR.

Emien C. Ogborn Appointed Manager of Eastern Pennsylvania for the Can-ada Life of Toronto. ada Life of Toronto.

Committee of Toronto.

Similar C. Osborn, former manager of the Harlem office of the Mutual Life is shown to the Harlem office of the Mutual Life is shown to the Harlem of the Granda Life of Toronto. His office of the Chanda Life of Toronto, His office of the Harlem of Toronto, His office of the Chanda Life of Toronto, His office of the Chanda Life of Toronto, His office of the Chanda Life of the Harlem of the Chanda Life of Toronto, His office of the Chanda Life of the Chanda Lif