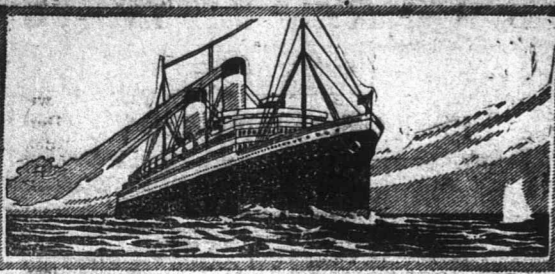


LARGEST STEAMERS ST. LAWRENCE ROUTE ALSATIAN - - CALGARIAN



ALSATIAN - - - Sails June 4th, July 2nd CALGARIAN - - - Sails June 18th, July 16th QUEBEC TO LIVERPOOL

Special arrangements for forwarding from Montreal. NO CHARGE FOR CABIN TICKETS. FIRST CLASS, \$95.00 - SECOND CLASS, \$55.00

The Allan Steamship Company, Limited H. & A. Allan, Agents

SHIPPING AND TRANSPORTATION NEWS

THE S.S. BRITANNIC

Latest and Greatest Achievement of the White Star Line.

FRIDAY, May 29th, 1914.

Almanac. Sun rises, 4:05 a.m. Sun sets, 7:35 p.m. New Moon, May 24th. First quarter, June 1st. Full Moon, June 8th. Last quarter, June 15th.

TIDE TABLE. Quebec. High water, 8:32 a.m., 8:54 p.m. Low water, 3:45 a.m., 4:18 p.m.

Weather Forecasts. Lower Lakes and Georgian Bay. Moderate to fresh easterly winds.

PORT OF MONTREAL. Arrivals. Royal George, Thomson, Royal Line, from Bristol, with passengers and cargo.

Departures. La Touraine, Cie. Gle. Trans. from Havre, James Thom, agent.

Departures. Turcoman, White Star-Dominion, from Southampton, to sail May 30th.

Departures. Albatross, N.Z.S.S. Co., loading for Australia and New Zealand.

Departures. Crown of Aragon, Direct Line, to Bristol, to sail May 31st.

Departures. Boldwell, Roth Line, from Rotterdam, to sail May 31st.

Departures. Hurrone, Thomson, from Leith, to sail May 31st.

Departures. Royal George, C.N.R., from Bristol, to sail May 31st.

Departures. Teutonic, White Star, from Liverpool, to sail May 31st.

Departures. Bertrand, Calabre, from London, to sail May 31st.

Departures. Welbeck Hall, Rio Janeiro, to sail May 31st.

Departures. Gray Head, from London, to sail May 31st.

Departures. Cairndon, Middleboro, to sail May 31st.

Departures. Coningsby, Antwerp, to sail May 31st.

Departures. Montreal, Antwerp, to sail May 31st.

Departures. Montserrat, Antwerp, to sail May 31st.

Departures. London, London, to sail May 31st.

Departures. Alassian, Liverpool, to sail May 31st.

Allan Line Steamers. Virginian, from Montreal and Quebec, for Liverpool, passed Cape Ray 3:30 a.m. May 28th.

Albatross, from Glasgow, for Quebec, left Rimouski 3:45 p.m. May 28th.

Corican, from Glasgow, for Quebec and Montreal, passed Martin River 10 a.m. May 28th.

Calgarian, from Quebec, for Liverpool, was reported 345 miles west of Point St. Charles, Nfld., 8 p.m. May 27th.

Caribbean, from Glasgow and Liverpool, for St. John's, Nfld., Halifax and Philadelphia, left St. John's, Nfld., for Halifax, N.S., May 28th.

Canadian Pacific Railway Company. Upper Lake Steamers. Athabasca departed Port William 2:00 p.m. 28th May.

Pacific Steamers. Empress of India departed Hong Kong 12:00 noon 28th May.

Signal Service Bulletin. (Issued by Authority of the Department of Marine and Fisheries.)

ANTICOSTI. West Point, 322—Clear, east. Left up 4:00 a.m. Thyma Menier.

Point Des Monts—Clear, calm. Money Point, 637—Clear, strong north.

Point St. Charles, 81—Clear, northeast. In 8:00 a.m. yesterday Spiral and Nasopie, 9:30 p.m. Gladstone.

Cape Race, 828—In 6:30 p.m. yesterday 390 miles east of Grandman.

Manchester Mariner, left 8:00 p.m. yesterday Bray Head.

Halfast, arrived in 10:30 a.m. yesterday Robert C. Crowley.

Point Amour, 673—Cloudy, strong north. Heavy open ice everywhere, 3 bergs.

Belle Isle, 734—Cloudy, north. Heavy open ice distant, 5 bergs. May.

Quebec and Above. Longue Pointe, 5—Clear, light east. In 12:50 a.m. City of London, 4:20 a.m. Virginia and tow, 6:10 a.m. Saguenay, 1:40 a.m. Norbida, 7:20 a.m. Tentonic, Vercheres, 19—Clear, northeast.

Sorel, 39—Clear, northeast. Arrived 2:30 a.m. Albatross and tow, in 8:55 a.m. Senator Derbyshire, and ref.

Three Rivers, 71—Clear, east. In 7:25 a.m. J. H. Hackett and tow. Out 10:15 a.m. Svalbard.

Batiscan, 88—Clear, east. In 10:50 a.m. Bengore Head.

St. Jean, 94—Clear, northeast. Left 11:20 a.m. Frontier and ref. Out 11:20 a.m. Portneuf, 105—Clear, northeast.

In 10:30 a.m. Coriscan, 10:35 a.m. Sarnia, 10:40 a.m. Hudson and tow. St. Nicholas, 127—Clear, northeast.

Quebec, 21—Cloudy, east. Cortez Landing, 23—Cloudy, west. Eastward 2:30 a.m. Taroma, 3:40 a.m. Glenaville, 3:55 a.m. Samuel Marshall, 4:15 a.m. Masaba, 5:10 a.m. Hamiltonian.

Galops Canal, 99—Cloudy, southwest. Eastward 6:00 a.m. Advance, 7:00 a.m. Holcomb.

Port Duhome, 298—Clear, northwest. Eastward 4:30 a.m. Imperial, 5:45 a.m. Barge 41, 7:30 a.m. Glenmount, 8:00 a.m. Cadillac, 2:00 p.m. yesterday Davidson, 2:50 p.m. Pueblo, 3:15 p.m. Algonquin.

Sault Ste. Marie, 820—Clear, west. Eastward 12:30 a.m. Kinmount.

FABRE LINER ON FIRE. New York, May 29th—The S.S. Germania, of Fabre Line, reported by wireless to office of the owners that it is on fire at sea.

THE CHARTER MARKET. New York, May 27th—The tonnage market was exceedingly dull.

RACE TRACK BLUE BONNETS. Commencing May 30th, and daily thereafter until June 6th inclusive, special trains will leave Windsor Street Station at 1:40 p.m. and 2 p.m.

CANADA LINE. Hannover, from Hamburg, Bremen, and Rotterdam, passed Point St. Charles, Nfld., 8 p.m. May 28th.

SAINTS PERTH PETERBORO. Operated by the CANADIAN PACIFIC Via Windsor and the MICHIGAN CENTRAL.

WESTBOUND. Lv. Montreal 8:45 a.m. 10 p.m. Ar. Toronto 5:40 p.m. 7:35 a.m. Ar. Windsor 12:10 p.m. 8 a.m. Ar. Windsor 12:10 a.m. 2 p.m.

EASTBOUND. Lv. Chicago 9:30 a.m. 5:40 p.m. Ar. Toronto 3:55 p.m. 12:01 a.m. Lv. Detroit 4:05 p.m. 12:18 a.m.

THE CANADIAN No. 21. Eastern Time. Lv. Montreal 8:45 a.m. 10 p.m. Ar. Toronto 5:40 p.m. 7:35 a.m. Ar. Windsor 12:10 p.m. 8 a.m. Ar. Windsor 12:10 a.m. 2 p.m.

THE CANADIAN No. 20. Central Time. Lv. Windsor 5:15 p.m. 1:25 a.m. Lv. Windsor 5:25 p.m. 1:40 a.m. Ar. Toronto 11:20 p.m. 8:00 a.m. Lv. Detroit 11:55 p.m. 1:30 p.m. Ar. Chicago 7:45 a.m. 9:05 p.m.

141-143 St. James Street, Main 8125 Ticket Offices Windsor Hotel

News of Railroads

MEET AT VERNON. This year the Alberta and Eastern B. C. Press Association convention is to be held at Vernon.

C. P. R. NEW FAST LINE MONTREAL-CHICAGO. "THE CANADIAN" is the name to be given the new fast train of the C. P. R. between Montreal and Chicago.

NO RISE IN RATES. Notice has been given by the Southern Pacific that 240 of the principal hotels in San Francisco have entered into an agreement not to advance their rates during the Panama-Pacific Exposition in that city next year.

INCREASE FARES. Passenger rates on the New Haven between New York and Boston will be advanced 25 cents on June 1st.

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141-143 St. James Street, Main 8125 Ticket Offices Windsor Hotel

RAILWAYS CANADIAN PACIFIC

CHANGE IN TIME. May 31. Folders on Application. BLUE BONNETS RACE TRACK. May 30 to June 6.

NEW SERVICE TO CHICAGO

Commencing May 31. Lv. Windsor St. 8:45 a.m. 10:00 p.m. Ar. Chicago 7:45 a.m. 9:05 p.m.

GRAND TRUNK RAILWAY SYSTEM

THE "INTERNATIONAL LIMITED". Montreal-Toronto-Fastest Train. Montreal-Toronto-Chicago, 9:00 a.m. daily.

CITY TICKET OFFICES. 122 St. James St. cor. St. Francois Xavier—Phone Main 8100

Steamships

Canada Steamship Lines Limited. Richelieu & Ontario Division. Quebec Line. Daily Service, except Sunday.

Saguenay Line. Steamer leaves Quebec on Tuesdays and Saturdays at 8:00 a.m.

Toronto-Hamilton and Montreal Line. Three Sailings Weekly—Tuesdays, Fridays, and Saturdays.

Gulf Ports. NORTH AND SOUTH SHORES. Freight rates being revised.

INFORMATION. General Freight Office, Main 8562. Passenger, Main 4710

THE ATLANTIC ROYALS

ROYAL EDWARD ROYAL GEORGE. Excellent Accommodation and Cuisine. For Passage Rates and Full Particulars Consult

CANADIAN NORTH-WEST STEAMSHIPS LIMITED. 226 St. James St., M. 6570, or any of our Branch Offices

DONALDSON LINE

Glasgow Passenger and Freight Service. From Glasgow to Montreal. From Southampton to Montreal.

THE ROBERT REFORM CO. Limited. General Agents, 29 Hospital Street, Stearns Branch, 488 St. James Street, Uptown Agency, 530 St. Catherine W.

CUNARD LINE

Canadian Service. From Southampton to Montreal. May 14 to June 13.

THE ROBERT REFORM CO. Limited. General Agents, 29 Hospital Street, Stearns Branch, 488 St. James Street, Uptown Agency, 530 St. Catherine W.

C. P. R. CHANGE IN TIME. The following important changes will become effective May 31st:

* 9:05 a.m. Tor. & Chicago * 8:45 a.m. * 11:00 p.m. No. Toronto * 10:50 p.m. * 7:35 p.m. St. Paul * 8:00 p.m. * 7:25 p.m. St. John, Halifax * 6:35 p.m. * 4:30 p.m. Sherbrooke * 4:10 p.m. * 8:40 a.m. Ottawa * 8:30 a.m. * 9:15 p.m. Ottawa * 8:50 a.m. * 7:45 p.m. Ottawa * 7:40 p.m. * Daily, * Daily except Sunday, * Sunday only.

NEW FOLDERS CAN BE HAD ON APPLICATION. TWO LINES GAIN. C. P. R. and Allan Line Reported to Have Amalgamated.

London, May 29.—It is stated in very responsible quarters, says a dispatch from Liverpool, that the Canadian Pacific Railway is about to absorb the Allan Line of Glasgow.

Local confirmation of this is lacking, owing to the fact that the heads of both houses are out of the city, but it has been understood that such

TITANIC DECISION WELL RECEIVED

Shipowners Assert That the Supreme Court Has Upheld Fair Action

LIABILITY LIMITATION

U.S. Law Said to Insure Trans-Atlantic Line Solvency in Times of Uncontrollable Disaster—Admiralty Lawyer Points Out Differences.

Local officials of the various trans-Atlantic steamship lines were deeply interested yesterday in the decision rendered by the United States Supreme Court, upholding the right of the Oceanic Steam Navigation Company, Ltd., and the White Star Line, to limit their liability to about \$97,000 under the American Limited Liability Act.

An admiralty lawyer familiar with cases of this sort, when asked for his views as to the comparative fairness of the British and the American systems, said:

"The Act of 1851 was modelled on the British Act then in force. The words of our statute are, 'The liability of the owner of any vessel... for any loss, damage or injury by collision, or for any act or neglect of the crew, or for any fault done, occasioned or incurred, without the privity or knowledge of such owner or owners, shall in no case exceed the amount of the interest of such owner in such vessel and her freight then pending.' (U.S. Revised Statutes, 424.)"

"It is to be observed that there is nothing in these words to indicate when the value of the vessel should be taken, but our courts have always held that the value of the vessel at the time of the collision is the value to be taken for the purpose of the limitation. The same rule is applied in the Continental countries of Europe, but in England the value was taken before the collision, and the difficulty of determining the value of a vessel and freight immediately before collision proved a fruitful source of litigation and expense. For that reason and in order that inferior ships should not have an advantage in case of collision over valuable ones, the act was amended and a rough average value of all ships struck at \$5 per ton, except where there was loss of life and personal injuries, in which case the value was fixed at \$15 per ton."

British Shipowners at Advantage. "It may be asked why, if England, which has the largest merchant marine in the world, has not adopted a system which held the shipowner to a higher degree of liability than any other country, it can be maintained that others could not adopt the same system. The British system is, on the whole, advantageous to British shipowners. By means of single ship companies they limit their liability to the value of the ship in question, British owners sell their old vessels to Norwegian and other Continental who say that the average value of these ships is not more than \$2 to \$2 1/2 per ton. When a collision occurs in the English Channel the foreign ship often has to seek refuge in a British port, and when suits are begun, by British owners the owner of the foreign ship is compelled to respond to the extent of \$5 per ton, even though his liability is worth much less. This law applies not only in English courts, but through most of the British Dominions. The advantages, therefore, to British shipowners are apparent."

"As a practical matter, all the material losses resulting from marine disasters are covered by insurance. In case of collision, the underwriters of the two colliding ships pay all the material losses. Where there is damage to cargo that is covered either by the cargo underwriters proper, or through the protection indemnity clubs which protect the shipowner in case of claims brought for damage or loss of cargo."

Extra Insurance For Passengers. "As regards the crews in many countries, they are protected by means of workmen's compensation acts. This is notably true in Great Britain. Thus, in the case of the Titanic, undoubtedly the claims for personal injuries or loss of life of members of the crew of the Titanic were settled under the British workmen's compensation act. The only class of persons not protected are the passengers. Two suggestions have been made with regard to them: "First—That a special fund of, say, \$7 per ton, should be created for the claimants for personal injuries or loss of life."

"Second—that some form of compulsory insurance should be introduced requiring the shipowners to take out policies of insurance for passengers up to a certain amount, passengers desiring a greater amount of insurance to be secured at their own cost."

SMOKE VAFIADIS Celebrated Egyptian Cigarettes "Bulak," 10 for 15c

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BLACK DIAMOND STEAMSHIP LINE

Montreal to Prince Edward Island Ports Sydney and Newfoundland

Next sailings: R.S. "CACOUNA" June 10th R.S. "HOTHWENNA" June 12th

For information as to Space, Rates, etc., apply A. T. WELDON General Passenger and Freight Agent 112 St. James St.

GREAT SHIPPING LINE

Britannic, the Latest and Greatest Achievement of Great Company.

At the luncheon following the launching of the Britannic at Belfast last February, Mr. George Cumming, one of the managing directors of Harland and Wolff, in submitting the toast of "The latest and greatest achievement of the White Star Line," said the Britannic represented the highest attainments in naval architecture and marine engineering.

The record of the White Star Line was doubtless well known to all there as one of continued development and progress. Established in the sixties as a famous line of clippers running to Australia, by the genius of the late Mr. Thomas H. Ismay it gradually attained a position of commanding influence in the shipping world, and so-day its flag was borne on every sea, its fleet encircled the globe. First the Oceanic in 1871, in which the "midnight sun" was introduced, then the Britannic and Germanic in 1874, did much to revolutionize ocean travel, and very successful vessels bore testimony to the progressive and forward-looking spirit of the management until the second Oceanic (17,000 tons) in 1899. Mr. Thomas H. Ismay's last creation, exceeded the length of the Great Eastern. It was worthy of notice that he second Oceanic actually made her latest voyage after running 11 or 12 years in the service. There we had such nonetars as the Celtic, Cedric, Baltic, and Adriatic, all well over 20,000 tons each, and two or three years ago came the Olympic of 48,000 tons. That day they celebrated the launch of the Britannic, of something like 50,000 tons, and they had to congratulate the White Star Line on the possession of a fleet the fifth in point of total tonnage and second to none in efficiency and popularity. They also congratulated themselves on the fact that the whole of that magnificent fleet had been built in Belfast, and they hoped they should have still many opportunities of showing what they could do on behalf of the great twin industries of shipping and shipbuilding.

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