

COMMISSION TO INVESTIGATE MONTREAL HARBOR LEVELS

Will Report on Suggested Improvements and Effects on Water Levels in the Port—Two Years' Work.

Ottawa, July 9.—A commission to inquire into water conditions in Montreal harbor and to report on certain suggested improvements in the harbor facilities has been appointed by the Government. It succeeds the commission which reported last season on water levels in the St. Lawrence, and will in effect continue its work, but confine the investigations to Montreal harbor. It consists of Dean Haskell, chairman, Mr. W. J. Stewart, chief hydrographer of the Marine Department, and Mr. F. W. Cowie, chief engineer of the Montreal Harbor Works.

The first commission reported on the levels of the St. Lawrence, showing how the works in the river had lowered the water therein and suggested dams at various places to remedy these conditions. Following this the Minister of Marine considered it would be a good opportunity to investigate conditions in the Montreal harbor, the most important place on the St. Lawrence system, hence the appointment of the present body.

The commission will report upon the probable effect on Montreal harbor of the various improvements suggested for the St. Lawrence. It will go more into detail in connection with the actual lowering of harbor levels which has taken place at many points.

It will examine carefully into the effect of the diversion of water by the Chicago drainage canal and the effect of storing water in the Ottawa Valley. The improvement of ice conditions in the harbor and the construction of the proposed bridge connecting the North and South shores of the harbor will also be looked into.

The commission, which has already had an organization meeting in Montreal, will take about two years to complete its work.

BEAUTIFUL PAINTING OF THE BAIE DE CHALEURS.

During the last few days passers by on St. Catherine Street West have been attracted in large numbers by the beautiful topographical painting of the Baie de Chaleurs, which is on exhibition in the window of the Sellers-Gough Fur Company, located in the Jacobs Building. The picture, which is from the brush of the noted artist Gibson Catlett, reproduces with most admirable coloring a few of the scenes along the line of the Intercolonial Railway, located in the Baie de Chaleurs country, that ideal region for summer tourists and sportsmen.

The artist, besides having reproduced an excellent and accurate design of the route traversed by the Intercolonial, has added an artistic touch to the painting which shows the city of Campbellton, with its beautiful harbor; the Restigouche River, which is a mile wide at this point, and the adjacent mountains, including the famous Sugar Loaf rising 950 feet above sea-level, and from the top of which one has a splendid view of a beautiful panorama, forests, lakes and rivers.

The painting also shows the town of Dalhousie, much favored as a summer resort which offers to Nimrod many opportunities to indulge in their favorite pastime. Canoeing, sea-bathing, and other forms of entertainment may be had in abundance. A spacious and commodious hotel, with all modern improvements has been erected on a mountain overlooking the town, much patronized by summer visitors both from Ontario and Quebec, and from the hotel the visitor has a very fine birdseye view of the mountains and the Gaspe Coast.

The centre of the painting illustrates the famed Matapedia Valley in all its sublime beauty. Here the waters of the Restigouche and the Matapedia Rivers meet, and the scene is one of unsurpassed loveliness. Inset in the picture is a reproduction of the celebrated Restigouche Salmon Club, one of the wealthiest fishing clubs in the country, and whose members come from the principal cities in Canada, and the United States every spring to enjoy the delights of salmon fishing. Bathurst Beach, a spot ideally situated for surf bathing; Miramichi Bay and the Perce Rock are also reproduced in a very faithful manner by Mr. Catlett.

Perce has been called the strategic point of the Gaspé Peninsula, and the famous Perce Rock, which measures 1,500 feet long by 300 feet wide, and which rises to a height of 285 feet above tide water is one of the most interesting natural curiosities in Canada. A natural arch splits the rock in two parts, and this arch affords sailors a safe harbor during storms and high winds.

To conclude this brief appreciation of the painter's skill, one must realize that the beautiful character of the scenery along the line of the Intercolonial in the Matapedia Valley and on the Gaspe Coast acted as a splendid inspiration for Mr. Catlett in his work. Lithographed copies of the painting are reproduced in a brochure issued by the Canadian Government Railways entitled "Le Baie de Chaleurs," and copies of the booklet may be obtained on application to Mr. D. McDonald, District Passenger Agent, Transportation Building, 122 St. James Street.



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 including Sunday.

Saguenay Line

Steamers leave Quebec Daily except Sunday 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 interesting 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.

RAILROAD NOTES

Bondholders of the Wabash Railroad have filed a petition to delay indefinitely the sale of the property at auction. The sale has been set for July 21.

Captain R. E. Bristow, chief clerk of the passenger traffic manager of the C. P. R., has just been appointed Acting Adjutant of the Highland Cadets, with which he has been associated for many years.

Reports to the Burlington, Northwestern and Illinois Central Railroads say crop advances are generally favorable on small grains. Corn is making good progress in Illinois. Potatoes and beans are fine in Wisconsin and Michigan.

The Board of Control yesterday afternoon approved of the plans of the city railway engineer and the city railway lawyer regarding the applications to be made before the Board of Railway Commissioners by the Lachine, Jacques Cartier Railway Co. The company wishes to cross some thirty streets on the level.

It is officially stated that the money for the payment of the coupons due on the bonds of the Denver and Rio Grande Railroad Company and its subsidiaries is on deposit with New York banks, together with an additional amount of some \$500,000. The principal issues are the first consolidated 4s of the Denver and Rio Grande and the first mortgage 4s of the Rio Grande Western. The interest payments total about \$1,100,000.

An officer of the Aurora, Elgin and Chicago Railroad Company estimates that surplus of the company for the fiscal year ended June 30, after providing for fixed charges and depreciation, will be around \$200,000, or about \$34,000 above the amount necessary to pay the 6 per cent. dividend on \$3,100,000 preferred stock outstanding. This balance is equal to only a trifle more than 1 per cent. on \$3,100,000 common stock and is considerably less than was earned in the previous fiscal year.

In discussing railway matters in the United States and Canada, Mr. Lewis W. Hill, president of the Great Northern Railway, and son of the famous railway magnate, Mr. J. J. Hill, who was in the city on Wednesday spoke of the hampering of American railroads by the multitude of railway commissions throughout the States and praised the Canadian method of a national railway commission. Seeking for the trouble he found it in what he described as the fact that while Canada had state-owned railroads the United States is governed by politicians.

Directors of the Chicago Railways Company held their regular monthly meeting Tuesday, but did not discuss the matter of dividends on the series No. 1 participation certificates, the next semi-annual payment of 4 per cent. being due Aug. 1. From an inside source it is learned there is no financial reason why the disbursement should not be ordered, so it is possible that the board may meet for action at a later date, or, as has been the case on previous occasions, the dividend could be declared after the regular date of payment "as of" Aug. 1.

A comprehensive plan under which it is proposed to reorganize the Missouri Pacific St. Louis and Iron Mountain system without a receivership was announced by Kuhn, Loeb & Co., readjustment managers. The plan contemplates the creation of three new classes of securities: New first and refunding mortgage 5 per cent. bonds, of which \$46,923,000 will be issued at the outset; new general mortgage 4 per cent. bonds, of which \$44,390,000 will be issued; new 5 per cent. preferred stock or income bonds, bearing the same rate, of which \$76,751,000 will be put out, and new common stock to the amount now outstanding.

The responsibility of a railway company for short-ages in shipments consigned to it for delivery has been maintained in a case which has figured before Mr. Justice Lane. The Canadian Consolidated Rubber Co., Ltd., sued the New York Central & Hudson River Railway Co. for \$699.70, representing that this was the value of the shortage in a shipment of raw rubber, which was consigned to plaintiff by Messrs. Arnold & Zeiss, at New York. Defendant denied that there was any shortage, and also denied any liability. The court, after reviewing the facts, held that the defendant, as common carrier, was liable for the loss of the rubber, unless it could prove that such loss was the result of fortuitous event, or irresistible force or arose from a defect in the rubber itself. Defendant had failed to make such proof. Judgment for \$658.70, with interest and costs.

The taking over of the Transcona shops east of Winnipeg by the Federal Government as part of the new policy of working the Transcontinental by the state, means that the Grand Trunk Pacific will in the future pay the Government for any work which these shops may do for that system. Many were under the impression that the Transcona shops belonged to the Grand Trunk Pacific. In reality they are part of the eastern section, and cost the country \$5,000,000. They are built east of Winnipeg, and marked the rounding out of the Transcontinental, which it was thought would be operated by the Grand Trunk Pacific. The latter, though it had control of the shops since their completion, did not get any of its rolling stock from them. It used the shops for repair purposes, ordering its rolling stock from outside.

TO CONVOY MINNEHAHA.

Halifax, N.S., July 9.—Naval patrol boats put to sea to convoy to this port S.S. Minnehaha. According to advices received by the Canadian Admiralty she is not expected to reach port until noon. Up to 8 a.m. to-day no direct word had been received from the Minnehaha since 12:30 p.m. Thursday.

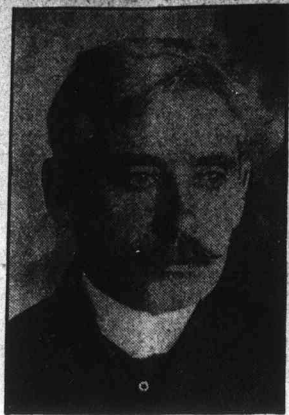
MONTREAL-QUEBEC-VALCARTIER.

Canadian Pacific trains leave Place Viger Station for Quebec at 9:00 a.m. ex. Sunday carrying day coaches and Buffet Parlor Cars; 1:30 p.m. daily, carrying day coaches; Observation-Parlor and Cafe-Parlor Cars. Luncheon served commencing at 12:45 p.m. 5:00 p.m. carrying Parlor and Cafe Coach; 11:30 p.m. daily, carrying Standard Electric Lighted Sleeping Cars and arriving Quebec 6:30 a.m.

All these trains leave Mile End fifteen minutes later. Returning, trains leave Quebec at 8:30 a.m., 1:30 p.m., 5:00 p.m. and 11:30 p.m.

Valcartier Camp is reached by a side trip of 17 miles from Quebec; morning trains leave Quebec 7:40 a.m. daily; 9:15 a.m. Sunday only; 9:35 a.m. except Sunday; 10:45 a.m. Sunday only.

On Saturday, July 10th, excursion tickets to Quebec will be on sale for the 11:30 p.m. train from Place Viger, good to return leaving Quebec until morning train Tuesday, July 13th. Excursion fare for the round trip, \$2.50 adult and \$1.75 child.



MR. F. W. COWIE,
Chief engineer of the Montreal Harbor Commission. He has just been appointed to a commission which is to investigate water levels in the harbor.

The Charter Market

New York, July 9.—A moderate amount of business was reported in steamer chartering for coal cargoes to the Mediterranean, and a steady demand prevails for additional tonnage for similar voyages and also for coal to South America. In other trades the demand continues light, although there are a few inquiries for grain carriers for late August and September delivery.

In the sailing vessel market a large schooner for cotton to Archangel and a ship for case oil to the River Plate were the features. Freight in the off-shore trade offer steadily, but suitable vessels continue scarce.

Charters: Grain: Danish steamer Tuborg 1,221 tons, from Baltimore to a Scandinavian port, p.t. prompt. Petroleum—Ship Hilston, 75,000 cases, from New York to the River Plate, basis 36 cents, one port, prompt.

Coal—Dutch steamer Oosterdijk, 5,240 tons, from the Atlantic Range to West Italy, 37s. prompt. British steamer Harcourt, 3,046 tons, same, from Baltimore, p.t.

British steamer Holtye, 2,714 tons, same. British steamer Belgier, 2,881 tons, from Baltimore to Marseilles, p.t. prompt.

British steamer Erinier, 2,820 tons, same. Norwegian steamer Farmand, 861 tons, from Philadelphia to Vita, Cuba, p.t. prompt.

Schooner E. Starr Jones, 787 tons, from Norfolk to Pernambuco, \$7.50, July.

Schooner Fanny C. Bowen, 892 tons, from Philadelphia to Calais, \$1.35.

Miscellaneous—British steamer Netherpark, 2,804 tons, New York and West South America, one round trip, basis about 14s. August.

Schooner Helen W. Martin, 2,029 tons, from New York to Archangel with cotton, owners account, July.

Schooner Geo. W. Truitt, Jr., 647 tons, from Savannah to New York with piling \$3.00.

SIGNAL SERVICE

Crane Island, 32—Cloudy, north east. In 7.55 a.m. Sygna, 7.00 a.m. Pallantia.

Cape Salmon, 81—Foggy, strong north east. In 6.00 a.m. Phenix.

Riv. Du Loup, 157—Raining, east. In 2.30 a.m. Georgetown, Out 7.30 p.m. yesterday Wacouta.

Little Metis, 175—Foggy, raining east. Matane, 200—Raining, east.

Martin River, 260—Raining, strong east. In 5.00 p.m. yesterday Batiscan.

C. Magdalen, 294—Raining, east. In 4.30 p.m. yesterday Thoradale.

Fame Point, 324—Raining, east. In 6.30 p.m. yesterday Bramley.

Point des Monts, 380—Raining, west. Cape Race, 826—Dense fog west.

Quebec to Montreal. Longue Point, 5—Clear, light west. In 2.15 a.m. tug, 4.45 a.m. Supp. Magnolia, 5.00 a.m. Langan, 5.19 a.m. Lloyd Porter, 5.23 a.m. Spray and tow, 7.00 a.m.

Quebec, 6.40 a.m. Bendhu, 8.20 a.m. Cairndhu, 8.45 a.m. Saguenay, 9.10 a.m. Kismet, 9.40 a.m. Yarrowdale.

Vercheres, 19—Clear, north west. Sorel, 39—Clear, north west.

Three Rivers, 71—Clear, light north. In 8.40 a.m. Knight of the Thistle, 8.50 a.m. Christian Borr, 7.50 a.m. Englishman.

Point Citrouille, 88—Clear, strong east. In 9.15 a.m. Hudson and tow, 8.00 a.m. Senator Derbyshire, 9.20 a.m. Hackett and tow, Out 10.00 a.m. Quilive.

St. Jean, 94—Clear, light north east. Grandines, 98—Clear, north.

Portneuf, 108—Clear, calm. St. Nicholas, 127—Clear, calm.

Bridge, 133—Clear, calm. Arrived down 6.55 a.m. Cascapedia, 7.35 a.m. Montreal. Arrived in 4.00 a.m. Perceval, 7.00 a.m. Urdkap. In 7.40 a.m. Horona.

Out 7.20 a.m. Renvoyle, 6.20 a.m. Stickstad 8.40 a.m. Tadousac, and Rosemont.

Above Montreal. Lachine, 8—Cloudy, west. Eastward 4.10 a.m. Iroquois, 5.50 a.m. City of Hamilton, 9.30 a.m. MacTier, 7.50 p.m. yesterday Naasba.

Cascade Point, 21—Cloudy, west. Eastward. Coteau Landing, 33—Cloudy, west. Eastward 3.40 a.m. Natronco, 5.00 a.m. Canobie, 5.45 a.m. Alexandria.

Cornwall, 62—Clear, calm. Galops Canal, 99—Clear, north west. Eastward 3.20 a.m. Windsor, 4.30 a.m. Samuel Marshall, 6.30 a.m. Malton, 8.45 p.m. yesterday Keywest, 10.20 p.m. Byron Whitaker. Up 6.15 a.m. locom. 3.30 p.m. yesterday.

Gilde, Hilda, and Thrush, 10.30 p.m. Keyport, and Britannic.

Port Dalhousie, 298—Raining, calm. Eastward, 6.00 p.m. Omaha.

OTTAWA SERVICE.

The Canadian Pacific are now operating on their trains between Montreal and Ottawa what is known as the Broiler-Butter Service which is sure to meet with the approval of the travelling public between these two cities.

Train service from Windsor Street Station as follows:—

5.30 a.m. daily, with Broiler-Butter and Observation Car.

10.30 a.m. daily, with Dining Car.

4.05 p.m. ex. Sunday, with Broiler-Butter and Observation Car.

7.40 p.m. Sunday only, 8.45 p.m. daily, 10.15 p.m. daily.

In addition to the above two trains leave Place Viger Station daily at 8.00 a.m. and 5.55 p.m.

SHIPPING NOTES

The Ioannina and Theosalonika have arrived at Gibraltar; the Cassandra is at Glasgow, and the Adriatic at Liverpool.

The Allan liners Sicilian and Prebrian, from London and Glasgow respectively, arrived in port yesterday.

The White Star Line announced shortly before 6 o'clock last night that the steamer Adriatic arrived at Liverpool yesterday afternoon.

The Danish schooner Ellen, bound for Liverpool, with planks, has been set on fire in the North Sea by a submarine. The crew has been landed.

After being stuck hard and fast in the mud, a little above Three Rivers, since early Tuesday morning, the Canada Steamship Lines steamer Quebec has been refloated and reached Quebec yesterday. The local officials of the Canada Steamship Lines, Limited, state that she was not at all damaged.

The American steamer Platania, which, while on the way from New York with a cargo of petroleum consigned to a Swedish port, was stopped by a German warship, and taken to Swinemunde, has been released. This action was taken after the United States Embassy had taken up the case. The Platania has proceeded to her destination.

The Australian Department of Defence has awarded a contract for the salvaging of the German cruiser Emden which was sunk off Coes Island, in the Indian Ocean, by the Australian cruiser Sydney. The contractors said the raider can be easily floated and will be at Sydney by Christmas. The Emden will be exhibited.

The Elder liner Falaba, torpedoed March 28 with a loss of 111 lives, was unarmed and carried no greater cargo of war munitions than on ordinary trips in peace times. Lord Mersey reported yesterday in his official findings. Included in the general cargo were thirteen tons of cartridges and gunpowder. The Falaba was adequately equipped with life-saving devices, Lord Mersey found.

The Sunday crush to get on the single ferry-boat working to St. Helen's Island for the city continues. The Canada Steamship Lines, Limited, have represented to the city that they cannot possibly carry the holiday crowds to the island with one boat. An official of the company, speaking yesterday, said that he hoped the public would not blame the company, as they provided the only boat contracted for by the city. In his opinion another boat should run in order to get everybody over to the island and back in good time.

It is learned at Washington upon excellent authority that the opinion of the U. S. Department of Justice relative to the proper interpretation to be given section 14 of the seamen's act has been completed and it now awaits only the signature of Attorney-General Gregory. According to this same authority the opinion as prepared for Mr. Gregory's signature practically upholds the entire opinion written by Solicitor Thurman, of the Department of Commerce. The Thurman opinion was that those foreign nations which have laws "approximating" the laws of the United States would not be subjected to the visitory and inspection of United States authorities and therefore the vessels of those nations would not be compelled to carry out the letter of the law as written on the statute books by the seamen's act.

The port of Philadelphia is apparently on the eve of a great shipping boom. Two new lines between there and Pacific Coast ports have been announced in the last fortnight and several lines are understood to be forming a combination to maintain regular service to San Francisco and Seattle. All of the lines are to bring lumber to Philadelphia as the main distributing point for such traffic on the Atlantic seaboard. The combination being formed has purchased a large tract of land at New Castle, Del. where a large lumber yard will be erected. One of the newly announced lines has the title of the Oregon & California Shipping Company. The vessels will run between Philadelphia and New York to San Francisco and Portland. The first two vessels chartered for this service are the steamships Eureka and Tampico. These vessels are to be followed by others.

The suit for \$1,050,000 brought by the Manhattan Navigation Company against the Hudson Navigation Company, of which Charles W. Morse is president, has been dismissed by Judge E. Henry Lacombe, of the United States District Court. Triple damages, based on actual damages of \$350,000, were claimed by the Manhattan Navigation Company under section 7 of the Sherman anti-trust act. The complaint was filed on October 16, 1914. In sustaining the demurrer which threw the case out of court, Judge Lacombe said that the charges brought by the complainants were not supported by the evidence. In the complaint which was filed by Crim & Wimpie, counsel for the Manhattan Navigation Company, it was alleged that Morse had attempted to ruin the plaintiffs, who had been operating since 1909. It was charged that the Hudson Company had agreements with the New York Central & Hudson River Railroad Company, the Delaware & Hudson Co., the Baltimore & Ohio Company, the Southern Pacific Co. and the Mallory and Clyde lines for continuous routing of freight.

FISHING IS POOR.

Yarmouth, N.S., July 9.—The fishing at Cape North has proven a failure this season. The Yarmouth schooner Francis A., which left for these waters almost three months ago, has just arrived here, with a total fare of 20,000 pounds of mixed salt fish and 4,000 pounds of halibut. The captain says the trip has proved a complete failure but consoles himself with the knowledge that his fare was as good as that taken by any vessel there.

MINNEHAHA SAFE.

New York, July 9.—The following dispatch from Captain Claret, of the Minnehaha, was received at the offices of Atlantic Transportation Company, at 8:45 a.m.: "Fire apparently steamed out. Think it necessary to discharge some of the cargo at Halifax. Investigate upper orlop."

The reference to the "upper orlop" was taken by the line's officials to mean that Captain Claret believed it necessary to ascertain the condition about the upper orlop deck after removing part of the cargo.

Baltimore and Ohio declares regular semi-annual common dividend of 2 1/2 per cent. Estimated income for year \$10,687,000, increase of \$1,358,000.

TO STRENGTHEN JAPANESE S. S. LINES TO FOREIGN PORTS

Made Necessary by Growing Increase in Quantities of Goods for Europe—Government Introduces Subsidies Bill.

Despatches from Japan state that in view of the growing increase in the quantities of goods for Europe, the Nippon Yusen Kaisha has decided to strengthen its European line by three select vessels of 7,500 tons gross each. These are the Toyohama Maru, the Tokuyama Maru and the Toyama Maru.

Following the example of the Pacific Mail Steamship Company, which recently raised its freight rates on Japanese tea for America by some 50 per cent. both the Nippon Yusen and the Osaka Shosen Kaisha are said to contemplate raising charges. Shippers, however, are expected to protest as vigorously as did the silk supporters, but it is said that the companies will insist on a 20 per cent. increase.

According to the Nippon Yusen Kaisha authorities, owing to the European hostilities, all the company's freight liners on the European line will return via America, picking up freight on the way. The Tokushima Maru, 6,954 tons, sailed from London on May 6, and will call at New York. The Taushima Maru, 7,200 tons, left London on May 13 for Boston and Philadelphia, where it is expected to load oil to fullest capacity and return via the Panama Canal.

The Japanese Government has introduced into the House of Representatives a bill providing for Government bounties for navigation service. According to the bill the Government wants to make contracts with the companies engaged in the service to Europe, North America, South America and Australia granting state bounties according to the following schedule for four successive years commencing with the fiscal year 1915-1917:

Bounties		United States
Line and year.	Yen.	equivalent
European Line—		
1916-17	1,811,910	\$902,331
1917-18	1,754,196	\$723,569
1918-19	1,689,000	\$811,122
1919-20	1,566,672	\$780,293
North-American Line—		
1916-17	2,949,012	1,468,696
1917-18	2,822,119	1,405,415
1918-19	2,669,925	1,329,423
1919-20	2,509,187	1,254,933
South-American Line—		
1916-17	297,558	148,154
1917-18	291,211	145,023
1918-19	284,365	141,563
1919-20	269,890	134,156
Australian Line—		
1916-17	172,808	86,554
1917-18	160,230	79,865
1918-19	169,470	84,296
1919-20	188,497	93,872

As the Government has a majority in both the Upper and Lower Houses of the Diet it is generally believed that this bill will pass.

ROUMANIA'S NEW LOAN.

Bucharest, July 9.—The Roumanian Government has contracted through the National Bank a new loan of \$20,000,000 at 3 per cent., payable in two years.

RAILROADS.

CANADIAN NORTHERN

VISIT
Valcartier Camp
Via
THE ONLY DIRECT ROUTE.
SPECIAL EXCURSION TO QUEBEC.

Going 11:30 P.M., Saturday, July 10th.
Return limit A.M. Trains July 13th, 1915.

For tickets, reservations, apply City Passenger Agent, Canadian Northern Railway, 230 St. James Street, Montreal. Tel. M. 6570.

GRAND TRUNK RAILWAY SYSTEM

EUCCHARISTIC CONGRESS

MONTREAL, QUE., July 13th to 15th.
Single First Class Fare (plus 25c) for Round Trip, from all stations Kingston, Renfrew and East in Canada.

Going p.m. trains July 13th; all trains July 14th and a.m. trains July 15th. Returning until July 16th.

GREAT LAKES SERVICE

Leave Montreal 11:00 p.m. Sundays, Tuesdays and Fridays. Arrive Toronto 7:30 a.m.

Leave Toronto by special steamship express at 11:15 a.m. Mondays, Wednesdays and Saturdays to ship's side.

Leave Sarnia Wharf, via Northern Navigation Company, 4:45 p.m. Mondays, Wednesdays and Saturdays to Fort William, thence Grand Trunk Pacific Railway to points in Western Canada.

122 St. James St., Cor. St. Francis Xavier—Phone Main 6974.
Windsor Hotel "Uptown 1187.
Bonaventure Station "Main 8239.

CANADIAN PACIFIC

Reduced Fares. Various Routes.
NORTH PACIFIC COAST POINTS.
Vancouver, Victoria, Seattle, Portland, etc.
CALGARY, EDMONTON, BANFF, ETC.

Train Service.
10.30 a.m., 10.15 a.m., Via Canadian Rockies.
8.45 p.m., Via St. Paul.

8.45 a.m., 10.00 p.m., 10.50 p.m., Via the Great Lakes or Chicago.

All trains with up-to-date equipment.
Particulars and descriptive matter on application.

VALCARTIER CAMP</