One hundred and eighty-seven thousand six hunproceeds of the sale of the Storstad, to cover the and passenger service from Port Mann to H loss on registered mail which was being carried on the Empress of Ireland at the time she was sunk by the former boat. This claim was entered yesterday

Mr. M. J. Morrison, K.C., is acting on behalf of the Government and set forth the claim that by virtue of number of registered letters which were lost stealing a ride. when the Empress of Ireland sank, which is being claimed for now. The Government asks that it be considered a privileged creditor in this matter.

CONTROL OF CRAMP CO.

New York, June 8.—Commenting upon the story when the cars came together une that negotiations were under way for the control of fered a dislocation of the shoulder. the Cramp Shipbuilding Company, a director of the company says the story is reasonable,. "I do not know asset for the Cramp Company. Outside of talk of ger traffic, at least, will be carried on over the London control, the company has a big future before it. The and Lake Erie line to St. Thomas, Ont., from London demand for ships was never more across than at according to advices received from that city, present. Earnings for the fiscal year easted April 30 were over 10 per cent. This current fisca; year earn- His Honor Chief Justice McLeod has issued an in ings are likely to establish new high records.

PORTO RICO RAILWAYS.

May, 1915:-

	1914.	1915.	Increase.	J'.
For May:				
Gross	62,932.24	67.231.44	4.299.20	6.
Net	26,89,3.23	33,879.97	6,986.74	25.
For five mont	hs:			
Gross	344,111.30	322,920.12	x21,726.76	x 6.1
Net	156,465.38	153,738.62	x2,726.76	x1.7
T Decrease				

CANADIAN LAKE LINERS RANK WITH WORLD'S BEST.

Agent, Northern Navigation Co.,—Grand Trunk's
Lake and Rail Route between Eastern and Western
Canada—Mrs. Thompson says: "We found the service on the S.S. Hamonic of your line quite equal to
that of the best European Hotels, and the best Atlanthat of the best European Hotels, and the best Atlan-

The housekeeping is perfection and the courtesy of the officers and attendants most excep-We have travelled so much in every part of we have been on and certainly we have never had kinder attention.

INQUIRIES FOR STEEL RAILS.

New York, June 8 .- France continues to make in-There is one inquiry for 25,000 tons and another for 125,000. So far negotiations have not resulted in actual orders. It is claim ed that large Russian orders for rails are also pend-

JITNEY BILL VETOED.

their railway lines.

New York, June 8.-Cramp Shipbuilding sold on the curb at 53%, a new high on the present movement and a net gain of 6% points. The advance is attributed to rumors that Bethlehem Steel interests are negotiating for the property.

PENNSYLVANIA POWER.

The Pennsylvania Water & Power has declared its regular quarterly dividend of 1 July 1 to shareholders of record June 18.

ADDITIONAL SERVICE, LAKE SHORE. In Effect June 13, 1915.

Ste. Anne's, Vaudreuil, Cornwall and int. stations. daiv. 9.00 p for Ste. Anne's, Vaudreuil, Point Fortune and all intermediate stations.

5,15 p.m. ex. Saturday and Sunday, for Ste. Anne's, Vaudreuil, Rigaud and all intermediate stations.

Arrive Windsor Street Station. 9.30 a.m., daily from Rigaud, making all stops. 1.45 p.m. daily, 11.15 p.m., Sunday only, from Point

Fortune, making all stops. 10.30 a.m., ex. Sunday, (instead of 9.30 a.m., at

7.30 p.m., ex. Sunday, from Cornwall, Vaudreuil,

Ste. Anne's, making all stone

STEAMSHIPS

ALLAN LINE

Proposed Summer Sailings, 1915

From Montreal and Quebec: PRETORIAN CORINTHIAN PRETORIAN HESPERIAN CORSICAN SCANDINAVIAN PRETORIAN

June 10th for Glasgow June 27th for Havre-London. July 3rd for Glasgow. July 11th for Havre-London July 15th for Liverpool. July 17th for Glasgow. July 18th for Havre-London. July 22nd for Liverpool. July 31st for Glasgow.

For further particulars, rates, etc., apply to local

THE ALLAN LINE

675 St. Catherine St. West; H. & A. Allan, 4 You-ville Street, General Agents, Montreal.

RAILROAD NOTES

Recently the Canadian Northern Pacific Railway nmenced operation of the first section of the line in dred francs is the amount asked for out of the British Columbia by inaugurating a tri-weekly freight

Tracey Belch was caught recently by Constable conovan walking out of the shops of the G. T. by Mr. W. Simpson Walker, K.C., Registrar of the at Belleville, Ont., with a brass journal weighing 66 Admiralty Court, acting on behalf of the Hon. T. pounds. He pleaded guilty and was given not let Chase Casgrain, Postmaster General of the Dominion. than six months in the Central.

the Postal Union Convention held at Rome in 1966, a big wreck three miles east of Rideau station, near the Government which is entrusted with the sending Gananoque, Ont., on the G. T. R. during the night of of the mail, undertakes to pay the sum of fifty france Thursday last. Over a dozen cars were smashed and for any piece of registered mail lost in transit, and it two men killed, they are supposed to have been tramp

> While coupling cars in the Michigan Central yard near the First avenue subway at St. Thomas, Ont., about 1.30 Friday afternoon, James Freele, Alma street, Michigan Central brakeman, was squeezed when the cars came together unexpectedly and suf-

Now that the Michigan Central has announced i whether Schwab is after the company or not," said intention of severing connections with London, Ont. "But a man of Schwab's calibre would be a great via the L. & P. S., it is almost certain that passen

Junction against the city of St. John to prevent it from laying pavement over the tracks of the St. John' Railway Company at several points in the city. This trades and are generally well sustained. The Porto Rico Railways Company, Limited, makes is the outcome of a dispute between the city and The matter will be argued before the company

> On Thursday afternoon Philip Cheley, 45 years o 83 age, whose home is at Osnabrook Centre, Quebec, was instantly killed at Kingston Mills, Ontario, by being struck by the International Limited from Montreal 16 over the Grand Trunk Railway. At the same time Eli Caron, of Point St. Charles, Montreal, received injuries which resulted in his death. Both men were in the employment of the Grand Trunk

An executive meeting of the Trent Valley District Hydro Radial Railway Association was held recently Mrs. Ruth Kedzie Wood Thompson, whose travel at Cobourg, Ont., when it was decided to request books on Russia, Spain and other European countries each member of the Executive Committee to lay beare standard works, and who is now on her way to through which radial railways are required, the Alaska, declares that the Canadian steamships on the Great Lakes compare favorably in the matter of serand request such councils to pass resolutions asking In a letter to Mr. E. W. Holton, General l'assenger the Hydro-Electric Power Commission of Ontario to

Woodstock and thence to St. Thomas, Ont. Wholesalers in London, Ont., are much concerned over the impending change whereby the M. C. R. will disconthe world that we feel that we observe with expert Michigan Central has made no change in its decision and all its tariffs have been altered so far as the relate to the London and Port Stanley line, and sent to the various offices. These tariffs state that the railway is discontinuing its use of the L. and P. S. R. and that it will not in future be able to take goods over this line.

According to western advices, the western may who visited Montreal recently to request the Canadian Steel mills in Europe are working largely on employment situation in the west, met with considersteel for war munitions, which accounts for demand able success. Mr. Bury, in the absence of Sir Thomas Shaughnessy, discussed the situation, and it is stated has agreed to give employment to 4,000 or 5,000 mer Harrisburg, Pa., June 8.—Governor Brumbaugh dertaken, but extra gangs on improvements will be has vetoed the bill passed by the Pennsylvania Legislature giving the electric railway companies the shell industry will also be developed by the Canadian until harvest. No new construction work will be ur right to operate jitney busses in connection with Pacific in the west to give further employment. The new men employed will be drawn from the large cen-

LARGE PROFITS FROM MAKING RIFLES

Boston, Mass., June 8.—After standing the pressure per cent., payable as long as possible Baldwin Locomotive has entered the war order class. The company has been negotiating on and off for the last six weeks with representatives of the Russian Government to take a big rifle order. But there has been a natural re-Windsor Street Station 9.00 a.m. and 7.30 luctance to go into a business concerning which the p.m. (instead of 5.30 p.m. as at present) ex. Sun., for company knew nothing and which was so vitally different from its ordinary line of production. Manuapparatus like locomotives i viously radically dissimilar from the making of small type products like rifles and ammunition.

The Baldwin people have met the situation by bringing in the expert eassistance of the Remington Arms Co., which will put its experts and technical nen in charge of production, the Baldwin furnishing a selected force of machinists, moulders, wood carpenters and the like.

Broadly speaking, the plan as it stands to-day, and which is all but formally signed up, provides for the assumption of financial responsibility and produc tion responsibility by the Remington Co. The Baldwin Co. gets a royalty which will bring in between \$1,000,000 and \$1,500,000, and in addition the company will be reimbursed for the construction of a plant at Eddystone, near Philadelphia. When the rifle order is completed the company will have a well-constructed plant suitable for locomotive building work which has cost it nothing, and it will have

inclined to assume so great a risk. It did not have inclined to assume so great a risk. It did not have the opportunity which has come to the Westinghouse of buying a good going rifle making concern with a figh and a recreation ground for the people.

TO EUROPE TO BUY SHIPS.

orts to South and Central American ports. The H. M. Byllesby Co. of Chicago has recently put capital in the concern. An effort has been made to buy ships in this city but without success.



Minister of Marine ing the St. Lawrence Channel has been commenced

The Charter Market

(Exclusive Leased Wire to Journal of Commerce.) New York. June 8.-The steamer market has quietdown considerably due to a falling off in the general demand for tonnage and also scarcity of un- ra!tar, and the Stampalia at Genoa. chartered boats in a position to give June delivery at the loading ports. Rates are quotably steady in all

The sailing vessel market is also steady, although stricts chartering. Freights offer steadily in several of the trans-Atlantic and South American trades, and island's f a fair demand prevails for West India carriers

Charters-Grain: British steamer Romanby, 9s 6d, June

Lumber-Norwegian barque Carmania. 1.766 tons om Halifax to West Britain with deals, p.t., June. forwegian barque Doon, 766 tons, same. Swedish barque Signal, 896 tons, same Swedish barque Albatross, British schooner Maple Leaf, 199 tons, same Schooner Charles A. Campbell, 1,493 tons, from Miscellaneous-British steamer Norman Monarci 3,184 tons, from New York to Australia and New Zea Norwegian steamer Agnelia, 813 tons (previo

SIGNAL SERVICE

West India fruit trade, 12 months, p.t., prompt.

Department of Marine and Fisheries. Shipping Report 10.30 a.m., Montreal, June 8th, 1915.

Crane Island, 32-Cloudy, south. ' In 4.30 a.m. Joh Out 5.25 a.m. Kinmount

L'Islet, 40-Cloudy, strong southwest Cape Salmon, 81-Cloudy, strong southwest. 0 a.m. Magnolia and tow. Father Point, 157—Cloudy, calm. In 10.30 a.m.

sterday Acadian. Little Metis, 175-Clear, strong south, Matane, 200-Clear, strong south. Cape Chatte, 234-Unsettled, strong east, Martin River, 260-In 6.30 a.m. steamer

C. Magdalen, 94—Smoky, west. Fame Point, 325-Smoky, south Out 12.30 a.m sebing. Out 11.00 p.m. yesterday Empress of Midland. Cape Rosier, 349—Dense fog, southeast.

ANTICOSTI-

Ellis Bay, 335-Inland and Alpha, at wharf. West Point, 35-Foggy, south. S. W. Point, 360-Dense fog. southeast South Point, 415—Dense fog, southeast. Point Escuminac-Clear, southeast. Point des Monts-Clear, strong west. Bersimis-Clear, strong southwest.

Flat Point, 575—Foggy, variable. In 9.00 p.m. yesterday Rosedale and Ungava, 11.00 a.m. Locksley, 2.30 p.m. Sygna, 4.00 p.m. Beatrice. Out 4.30 p.m. Minis 7.00 p.m. Turret Crown

Quebec to Montreal. Longue Pointe, 5-Clear, west. In 3.00 a.m. Rose

Castle, 5.25 a.m. Henrik Morce, 6.40 a.m. Saguenay, 9.05 a.m. Dehelvis. Vercheres, 19-Clear, west

Sorel, 39-Cloudy, strong southwest. In 8.55 a.m. Ethel.

Three Rivers, 71-Light rain, strong southwest. In 7.25 a.m. Renvoyle. Point Citrouille, 88-Raining, strong southwest. In 8.10 a.m. Hochelaga.

St. Jean, 98-Cloudy, strong south. Grondines, 98-Raining, strong southwer

Portneuf, 108-Clear, north. In 9.00 a.m. San Ur-

Nicholas, 127-Clear, north. Bridge, 133-Clear, north.

Above Montreal.

Lachine, 8-Clear, west. Eastward 2.25 a.m. Keyvive, 3.40 a.m. Keywest, 7.30 a.m. Fred Carney and Ireland, 7.40 a.m. Hamiltonian, 9.10 a.m. Fairfax, 10.30 p.m. yesterday Robert Rhodes, 10.30 p.m. Melrose. Cascades Point, 21-Cloudy, strong west.

Coteau Landing, 33-Cloudy, strong west. ward 5.00 a.m. Neepawah, 7.25 a.m. Sanuel Mar-

Cornwall, 62-Clear, northeast Galops Canal, 99-Cloudy, west. Eastward 4.15 a.m.

Windsor, 4.45 a.m. McVittie. Port Colborne, 321-Clear, northwest, 3.30 a.m. Burma, 4.30 a.m. Saskatoon, 3.10 p.m. yes-

ousand feet above the level of the sea this lovely and sold as high as 105. region remains to-day unspoiled and is an ideal camp ground for the sportsman and business man. The Mobile, Ala., June 8.-President H. F. Kerr, of the size of the park is two million five hundred thousand Beerberg Steamship Co., sailed for Liverpool for the acres, and contains over fifteen hundred lakes. Compurpose of buying nine steamships for this line fortably equipped hotels and log cabin camps have which will begin extensive operations out of various been erected and are operated by the Grand Trunk Rallway for the comfort of the tourist and sportsman. with 55-per cent. of the Grand Trunk issue of £2. Write to Mr. J. Quinlan, District Passenger Agent, 500,000 five-year 5½ per cent. notes at 99. Holders of Grand Trunk System, Bonaventure Station, Montreal, the existing notes were offered the new notes in exfor handsome illustractd descriptive literature.

Between 600 and 700 reservists of the Italian army and navy sailed for Naples yesterday on the Lloyd Sahaudo steamship Principe di Udine

Exporters say that conditions as to freight and to get bankers to name forward rates on exchange.

London, arrived at Boston on Thursday and left on Saturday for Philadelphia to load 160,000 cases of refined petroleum for the Far East.

Tie British schooner Edyth, from Brazil, in ballast salt, ran ashore on the night of June 5, on Salt Cay, Turks Island, Bahamas. There is a possibility 11.20 p.m. daily.

Grain charters were reported on Saturday of the Grain charters were reported on Saturday of Sat.; 4.15 p.m. ex. Sun.; 5.15 p.m. ex. Sat. and Sun.; quarters, Montreal to Bristol Channer, at Adamtic to 6.15 p.m. ex. Sun.; 7.30 p.m. ex. Sun.; 9.10 p.m. Sun.; 9 French Atlantic ports at equal to 27 cents

The Norwegian Steamship Dremensiford, which eleased after having been detained at Kirkwall.

******* The Megantic and Hesperian have arrived at Montreal; the Cameronia and Ancona are at New York; the New York is at Liverpool; the Monmouth at Bristol: the Niagara at Bordeaux;

Although June is well on its way, practically codfish have been taken on the eastern coast of the limited supply of available vessels greatly re- Straits. The icopack blockading this whole stretch ard seriously threatens the success of the island's fisheries this year.

The British Government has leased the East Deerng stock yards in Portland Harbor from the Grand 7.40 p.m. Sun.; 9.10 p.m. Sun.; 11.20 p.m. daily, quarters, from Baltimore, to a French Atlantic port, Trunk Railway, the French government having giv-All further shipments of horses from Portland will be for the use of the British army, the horses to be landed at Avonmouth

> There are now nine barks at Richmond loading and four more in the basin, all at Halifax to load deals for the United Kingdom The latest to arrive were the Carmanian and the Signal. The former i consigned to I. H. Matheres and will load deals ship ped by them.

There are 24 ocean and four coasting vessels now the port of Montreal. Among the late arrivals are the Manchester Shipper at Shed 13, the Over Sver- daily; 11.15 p.m. Sun. only. drop, at Shed 13, the Viena at Shed 16, the Jonsberg at Shed 16, the Bray Head at Shed 44, and the Voltaire here with sugar for the Elder-Dempster

The \$460,000 action entered in the Admiralty Court of Montreal on November 24, 1914, by His Majesty the King against the SS. Lignan has been settled out of court, and the bond on the steamer released. It is RAISING THE ST. LAWRENCE understood that the am ount the ship will pay is the neighborhood of \$120,000. Just before 4.15 on the morning of September 12, 1914, the C. G. E. Mont-comery was sunk near the Beaujeau Channel in s collision with the SS Lignan, fourteen persons being

A few weeks ago Captain L. Popham, commanding E. Haskell was chairman of this commission. the Leyland Liner Philade'phian, brought to the notice of the Guild that a gallant action had been per- be considered by the Harbor Co formed by his First Officer, Mr. I. A Rhodes, who The Marine Department will first carry out com English Channel at daybreak on March 18. The site Pointe du Lac, to be about 4.800 feet long the Silver Medal of the Society and a framed certi- and Isle Bellegarde. The estimated cost of the work ficate of thanks. In addition to this they have given was \$487,341. nonetary awards to the boat's crew. Mr. Rhodes has since been given a commission in the Royal Naval dredging of the ship channel to a uniform depth of 33 Reserve, and is now attached to one of His Majesty's feet.

ATCHISON'S OUTSTANDING COMMON STOCK PASSES \$200,000,000 MARK

by the Atchison, Topeka and Santa Fe Railway Company that its outstanding common stock had passeu the \$200,000,000 mark. The increase has been considerable in the past few years. Since 1905 this sto has increased from \$102,000,000 to its present figure. GRAND TRUNK SYSTEM practically doubling itself. The outstanding common stock from the time of the reorganization in 1895 unyears later did not increase. In 1905, how ever, the company inaugurated the policy, to which it adhered for several years, of doing its principal financing through an issue of bonds convertible into stock at par. During the last few years these conversions have been especially heavy, aggregating \$98,024,000, with the result that yesterday the common stock reached \$200,024,000

This is especially interesting in view of the fact that it means expenditures on the property in the past ten years of about \$98,000,000. Such expenditures were originally represented by indebtedness. They

are now represented by comm As a result of this heavy conversion of Atchison bonds into stock, the capitalization of th is now as follows: Common stock, \$200,024,000; preferred stock, \$114,199,530; total of \$314,223,530. Subtracting the \$70,300 stock held in the treasury from this amount there remains outstanding \$314,153,230 in made a further profit equal to at least one year's dividends at the rate of 5 per cent. on its \$20,000,000 p.m. J. H. Plummer, 10.00 p.m. Iroquois.

Port Dalhousie, 298—Clear, northwest.

For Dalhousie, 298—Clear, northwes common and preferred stock. The total funded of the Atchison is \$313,827,576, of which \$2,432,763 is CANADIAN PACIFIC

fish and a recreation ground for the people. Two

ONLY 45 PER CENT. OF GRAND TRUNK'S NEW ISSUE TAKEN.

London, June 8.-The underwriters have been left

C. P. R. ANNOUNCES NEW LAKE SHORE SUBURBAN SERVICE

IN EFFECT JUNE 13. From Windsor Street Station

Dorval.

7.20 a.m. daily; 8.30 a.m. daily; 9.00 a.m. ex. xchange have not improved, and it is still impossions of the state of only; 11.20 p.m. daily.

Lakeside.

7.20 a.m. daily; 8.30 a.m. daily; 9.00 a.m. ex. Sun.; 9.45 a.m. daily; 12.15 p.m. daily; 1.30 p.m. Sat.; 4.15 p.m. ex. Sun.; 5.15 p.m. ex. Sat. and Sun.; 6.15 p.m. ex. Sun.; 7.30 p.m. ex. Sun.; 9.10 p.m. Sun. only;

Beaurepaire-Baie d'Urfe. 7.20 a.m. daily; 8.30 a.m. Sun.; 9.00 a.m. ex. Grain charters were reported on Saturday of 24,000 Sun.; 9.45 a.m. daily; 12.15 p.m. daily; 1.30 p.m.

11.20 p.m. daily.

7.20 a.m. daily; 8.30 a.m. daily; 9.00 a.m. ex. Sun.; The Norwegian Steamship Dremenshors, vita sailed from New York on May 8 for Bergen with a sailed from New York on May 8 for Bergen with a general cargo of miscellaneous merchandise, has been 1.20 p.m. Sat; 1.30 p.m. Sat; 4.05 p.m. ex. Sun.; 4.15 p.m. ex. Sun.; 5.10 p.m. ex. Sat. and Sun.; 5.15 m. ex. Sat. and Sun.; 6.15 p.m. ex. Sun.; 7.30 p.m. ex. Sun.; 7.40 p.m. Sun. only; 8.45 p.m. daily; 2.10 p.m. Sun.; 11.20 p.m. daily. Vaudreuil.

7.20 a.m. daily; 8.30 a.m. daily; 9.00 a.m. ex. Sua.; 9.45 a.m. daily; 10.30 a.m. daily; 12.15 p.m. daily; p.m. ex. Sun.; 5.10 p.m. ex. Sat. and Sun.; 5.15 p.m. ex. Sat. and Sun.; 6.15 p.m ex. Sun.; 7.30 p.m. ex. Sun.; 7.40 p.m. Sun.; 8.45 p.m. daily; 9.10 p.m. Sun.; 10.00 p.m. daily; 10.15 p.m. daily; 11.20 p.m. daily, Hudson-Rigaud.

8.30 a.m. daily; 9.45 a.m. daily; 12.15 p.m. daily; 1.29 .m. Sat.; 1.30 p.m. Sat.; 5,10 p.m. ex. Sat. and Sun.; 5.15 p.m. ex. Sat. and Sun.; 6.15 p.m. ex. Sun.; Pointe Fortune.

9.45 a.m. daily; 12.15 p.m. daily; 1.30 p.m. Sat. 5.19 p.m. ex. Sat. and Sun.; 6.15 p.m., ex. Sunday; 9.10 p.m., Sun.; 11.20 p.m., daily.

Caledonia Springs 8.30 a.m. daily; 10.30 a.m. daily; 1.20 p.m. Sat.; 4.05 p.m. ex. Sun.; 7.40 p.m. Sun.; 8.45 p.m. daily. Cornwall-Williamstown-North Lancaster

9.00 a.m. ex. Sun.; 7.30 p.m. ex. Sur Arrive Windsor Street Station. From Rigaud, making all stops-7.50 a.m. ex. Sun.; 8.35 a.m. ex. Sun.; 9.30 a.m. daily; 9.45 p.m. Sun. From Pointe Fortune, making several stops-8.45

a.m. ex. Sun. All stops—1.45 p.m. ex. Sun.; 5.50 p.m. From Cornwall, making all stops-10.30 a.m. ex. Sun.; 7.30 p.m. ex. Sun.

From Ottawa, stopping at St. Annes, Vaudreuil and west-12.10 p.m. daily; 8.30 p.m. daily. From Perth, making all stops-12.25 p.m. ex. Sun. From Smiths Falls, making all stops-8.20 p.m.

WATER LEVEL COMMENCED.

daily

Ottawa, June 8.-The work of raising the level of water in the St. Lawrence ship canal has been com menced at the lower end of Lake St. Peter by the Marine Department, the plan following the recon mendations of the commission which investigated the depths between Montreal and the lake. Professor E recommendations regarding the Montreas barbor will

went, in response to signals of distress from a dismasted schooner sighted off Trevose Head, in the levels. These comprise the erection of a dyke oppo-Guild reported the case fully to the Liverpol Ship- closing of five channels through the group of islands wreck and Humane Society, who in turn have sent at the head of Lake St. Peter, and the construction Guild for their presentation to Mr. Rholes of a dyke, some 3,500 feet long, between Isle a Bagu

Coincidentally with this work will pro-The dredging to this depth through Lake S Peter will be finished by the end of this year, it is announced. The whole work, however, will take several years to complete, as besides the construcof the compensating works to raise the level of the water there are some 50 or more miles of dredging still to be done. The most difficult part of the opera tions will be dredging at Cap a la Roche, where the channel will have to be deepened through the solid

RAILROADS.

DOUBLE TRACK ALL THE WAY IMPORTANT IMPROVED SERVICE. TORONTO - DETROIT - CHICAGO INTERNATIONAL LIMITED. Canada's train of superior service.

LEAVE MONTREAL 10.15 A. M. DAILY. Pullman Sleeping and Observation Cars and Parlot, Library and Dining Cars.

CHICAGO LIMITED. LV. MONTREAL 11.00 P.M. DAILY. man Sleeping and Club Compartment Cars and Parlor and Dining Cars.

122 St. James St., Cor. St. Francois-Xavier—Phone Main 6903. " Uptown 1187 Windsor Hotel Bonaventure Station " Main 8229

BLUE BONNETS RACES.

June 8 — 15. 1.40 p.m. Return after last race. Retuen 25c. CORNWALL, ONT.

Service in effect until June 12th only. Lv. Windsor St. 5.30 p.m. ex. Sunday. New service in effect June 14th. Leave Windsor St. 9.00 a.m., 7.30 p.m.—Ste. Annes Vaudreull, North Lancaster, Williamstown, Cornwali and Int. stations

TICKET OFFICES: Phone Main 3125.

141-143 St. James Street. Phone Main 3125.
Windsor Hotel, Place Viger and Windsor St. Stations

ATH EASTERN COLLAPSE

OL. XXX No. 28

10s. Per Share.

May 26 (by mail).- In the (on the application of the liquidator Insurance Company, Ltd., a e for a call of 10s. per share, be Two representatives jes on a committee of inspection other from making a call or from making as, 6d. On the other hand, tatives was strongly in favor o p reply to the objections to the nt said nothing could possibly be cessity of a call in this case if the ordinary rule that in a winding rs whose rights and claims we The liquidator estimated the call would bring in £15,000 a ould be a deficiency of over £2, ace then £8,000 more in claims ha h £3,000 had been rejected, and dered that the liabilities to be prointed to £23,000.

The principal contributory, the King and since that estimate, gone into liq fore, the probability of the £15,0 ished must not be left out of sight. As shown by the Chancery proceedings the North-Eastern is one of the most unsatisfactory of which we have a y was formed in 1906 with an aut of £100.000 in £1 shares, 64,725 being illed up, the actual amount paid on being £13.878. From the outse en was a feeble concern, and this is ator's figures covering March Receipts.

Debenture holder

Book debts ...

Furniture, etc.

Balance part from the calls, the outlook is i now it looks as though this venture is shareholders some £64,000, that is, nds to meet the call. The premium in

PENSION FUNDS FACE INSOLV New York, June 8 .- The ninth annual 1 ing for the year ended September 30, 191 reful study of recent pension develo itably to the conclusion that the esta sion systems is not yet receiving the ne and study that are absolutely essential to ncy, and sets forth that sufficient evide

the absence of preliminary actuarial c Eight funds have been established in N Public School Teachers' Retire partment of Health Fund, College of w York Fund, Supreme Court Appella Street Cleaning Department Fund a New York Employes' Retirement Fund of these funds," the report says, nistered; each has its own sou e and regulations for disbursement principles are embodied and chaos reig majority are now compelled to declare

ort of the Carnegie Foundation ement of Teaching shows for the year ember 30, 1914, a total endowment of \$1 olus of \$1.245,000, an annual income of \$ annual expenditure of \$716,000. Of spent in administration, \$47,000 in eduury and \$634,000 in retiring allowances

CLEAN-UP CAMPAIGN" WAS

RESPONSIBLE FO The clean-up campaign in the various ns during the months of April and Ma very way commendable, must be held merous small fires.

Burning of rubbish in backayrds, near of and wooden fences, constitute a danger w hose starting the a gusts of wind or flying embers, carry hese combustible structures and they ar nes. In most cases, the losses are not alt may be credited almost entire thful care and readiness of local fir

EQUIPMENT ORDERS LAST WEE w York, June 8.—Last week equipment lled 2,000 cars and 19 locomotives. Rail or bout 50,000 tons of rolled steel was o omotive inquiries in the market cons 20 large engines with several calling f each making the total about 30. I rket is showing signs of picking up. In et continues dull.

DEFERS ACTION ON RECEIVERS Mich., June 8.-At the request ests Judge Tuttle has deferred action s receivers' petition until June

THE LOSS BY FIRE

Forest Fires at Ste. Agathe. Ste. Agathe, June 8.— Forest fires we found Ste. Agathe, and in other parts of

tians yesterday. A short distance from re was particularly fierce, but after con ble has been checked. lake Megantic, Que., June 8.— A very

curred here when the Cleophas-Gag St. Cecile was completely destroyed. A lumber, pulpwood, logs and hardwood the flames caught from a bush fire which vicinity, and the losses are veeral bush fires occurred in the district y most extensive was near Springhill Spalding. No property was damaged there