

# The War Day by Day

1914:  
 June 28—Archduke Francis Ferdinand assassinated.  
 July 23—Austria sends an ultimatum to Serbia.  
 July 31—Russia orders general mobilization.  
 August 1—Germany declares war on Russia—French Cabinet orders general mobilization.  
 August 2—German forces enter Luxembourg—Germany addresses ultimatum to Belgium demanding free passage for her troops.  
 August 4—England sends ultimatum to Berlin, demanding unqualified observance of Belgian neutrality—Germany rejects ultimatum—German troops begin attack of Liege—President Wilson issues proclamation of neutrality.  
 August 5—England announces existence of state of war with Germany—President Wilson tenders his good offices to the warring nations.  
 August 7—Germans enter Liege—French invade southern Alsace.  
 August 8—Italy reaffirms neutrality.  
 August 15—Austrians enter Serbia—Japan sends ultimatum to Germany.  
 August 17—British expeditionary force completes its landing in France—Beginning of a five days' battle in Lorraine, ending in repulse of French across frontier with heavy loss—Beginning of five days' battle between Serbians and Austrians on the Jadar, ending in Austrian rout.  
 August 20—Germans enter Brussels—Belgian army retreats on Antwerp.  
 August 22—Germans enter Namur and begin attack on Mons—Austria announces victory over Russians at Krassik.  
 August 24—British begin retreat from Mons—Zeppelin drops bombs into Antwerp.  
 August 25—Muhlhausen evacuated by the French.  
 August 26—Non-partisan French Cabinet organized—Germans take Longwy.  
 August 27—Louvain burned by Germans—Japanese blockade Tsing-tau.  
 August 28—British fleet sinks five German warships off Heligoland.  
 August 29—Russians defeated in three days' battle near Tannenberg.  
 September 2—German advance penetrates to Creil, about 30 miles from Paris, and swings eastward—French centre between Verdun and Rheims driven back—Seat of French Government removed to Bordeaux.  
 September 3—Russians occupy Lemberg.  
 September 5—Battle begins south of the Marne and east of Paris in which the German right wing is pushed back, followed by a general retreat.  
 September 7—Maubeuge taken by the Germans.  
 September 12—German retreat halts on the Aisne.  
 September 16—Belgian commission protests to President Wilson against German "atrocities."  
 September 20—Germans bombard Rheims and injure the famous Cathedral.  
 September 22—German submarine sinks British cruisers Aboukir, Cressy, and Hogue in the North Sea—Russians capture Jaroslavl and invest Przemysl.  
 September 26—British troops from India land at Messines.  
 September 28—Germans begin siege of Antwerp.  
 October 2—End of week's battle at Augustow in which the Germans are defeated and forced out of Russian territory.  
 October 5—Belgian Government removed from Antwerp to Ostend.  
 October 7—Bombardment of Antwerp begins—Japanese seize Caroline Islands.  
 October 9—Antwerp occupied by the Germans.  
 October 10—French win cavalry engagement around Hazebroeck.  
 October 12—A Boer commando in the Cape Province mutinies.  
 October 13—Belgian Government transferred from Ostend to Havre.  
 October 14—Allies occupy Ypres—Battle begins on the Yser.  
 October 15—Ostend occupied by the Germans.  
 October 16—British cruiser Hawke sunk by German submarine.  
 October 18—Belgian army effects junction with Allied left, battle on from Channel coast to Lille.  
 October 20—English gunboats participate in battle at Nieuport on Belgian coast.  
 October 24—Ten days' battle before Warsaw ends in German defeat.  
 October 26—After a week of furious fighting German assaults on Allied line from Nieuport to Ypres slacken.  
 October 27—British dreadnought Audacious sinks off the Irish coast—South African secession spreads, Gen. De Wet in revolt—Russians pursue retreating Germans and re-occupy Lodz and Radom.  
 October 28—Berlin admits retreat from Warsaw and Lvangorod.  
 October 29—Turkey begins war on Russia by naval attacks on Odessa, Novorossysk, and Theodosia in the Crimea.  
 October 30—Col. Maritz, rebel leader in Cape Province, beaten and driven out of the colony.  
 November 1—A squadron of five German cruisers, including the Gneisenau and Scharnhorst, defeat a British squadron off Coronel, on the coast of Chile—Turks bombard Sebastopol.  
 November 3—German squadron makes a raid to British coast near Yarmouth.  
 November 4—German cruiser York strikes mine in Jade Bay and sinks—Heavy fighting around Ypres.  
 November 5—England and France declare 2 war on Turkey—Dardanelles forts bombarded—Russians re-occupy Jaroslavl.  
 November 6—Tsing-tau surrenders to the Japanese.  
 November 7—Russians take Pleschen in Silesia and enter East Prussia.  
 November 10—The Emden defeated, and forced ashore at North Keeling Island in Bay of Bengal, by Australian cruiser Sydney.  
 November 11—Germans capture Dixmude—German submarine sinks British gunboat Niger off Deal.  
 November 12—Russians occupy Johannsburg in East Prussia—Russians defeated in Vlotislavsk.  
 November 13—Fighting renewed at Nieuport.  
 November 15—Russians defeated at Lipo and Kutno—Battle in Flanders attains climax with charge of the Prussian Guard against Ypres.  
 November 16—The Shakh-ul-Islam at Constantinople proclaims a Holy War against the Allies—British House of Commons votes a war loan of £225,000,000.  
 November 17—Berlin announces Austrian victory over Serbians at Valjevo.  
 November 18—French capture Tracy-le-Val—Naval battle in Black Sea, in which Turks and Russians both claim victory.

November 19—House of Commons votes a new army of 1,000,000 men—More than 1,100,000 men already under arms, exclusive of Territorials—Germans pierce Russian centre south of Lodz.  
 November 23—Russians surround two German corps south of Lodz.  
 November 26—British battleship Bulwark destroyed by explosion in the Merway River—Germans break through Russian circle near Lodz.  
 November 28—Russians fall in assault on Darkehmen in East Prussia.  
 December 1—German Reichstag votes new credit of five billion marks—King George visits the army in Flanders.  
 December 2—Austrians take Belgrade by storm—Gen. De Wet captured.  
 December 3—London War Office announces landing of Australians and New Zealanders in Egypt—Italian premier in Parliament finds no reasons for a change of policy—Serbians turn on Austrians in three days' battle which ends in a notable Serbian victory.  
 December 6—Germans occupy Lodz.  
 December 7—French attack to the north of Nancy repulsed.  
 December 8—The German squadron under Rear-Admiral von Spee is attacked in the South Atlantic off the Falkland Islands by a British fleet under Admiral Sturdee, and the cruisers Scharnhorst, Gneisenau, Leipzig and Nürnberg are sunk—British occupy Bussorah, in Asia Minor.  
 December 9—Gen. Beyers, Boer leader, killed at the Vaal River.  
 December 10—The Goeben bombards Batum.  
 December 13—British submarine sinks the Turkish battleship Mesudieh in the Dardanelles.  
 December 14—The Breslau bombards Sebastopol—Serbians capture large Austrian forces.  
 December 15—Austrians evacuate Belgrade.  
 December 16—German cruisers bombard Scarborough, Hartlepool, and Whitby on English coast.  
 December 17—Berlin announces general Russian retreat in Poland—Survivors of Emden captured.  
 December 18—Egypt proclaimed a British protectorate—Gen. Botha regards Boer rebellion at an end.  
 December 20—26—Severe fighting between Germans and Russians on the line of the Bzura River.  
 December 22—French Parliament assembles; Premier Viviani declares for war to the end.  
 December 23—French Chamber votes war credit of eight and a half billion francs.  
 December 25—British naval and aerial raid against Cuxhaven—Russians defeat Austrian army at Tuchow near Tarnow—German offensive in Central Poland halted—Italian marines occupy Avlona.  
 December 28—French occupy St. Georges near Nieuport.  
 December 30—German aeroplanes drop bombs in Dunkirk.  
 1915:  
 January 1—British battleship Formidable sunk in the Channel.  
 January 3—4—French capture Steinbach, east of Thann.  
 January 3—4—Russians win decisive victory—Turks in the Caucasus at Sarikamych and Ardahan—Russians overrun Bukovina and enter Carpathian passes.  
 January 5—French advance across Aisne north of Soissons.  
 January 10—German aeroplanes bombard Dunkirk.  
 January 12—Severe fighting around Cernay in Alsace.  
 January 13—Turks occupy Tabriz—Count Berchtold resigns.  
 January 14—French driven back across Aisne River, east of Soissons, after a week's battle—Russian advance in Miawa region.  
 January 15—British victory at La Basse reported, Germans being forced back one mile. The French, cut off from reinforcements by floods, driven back at Soissons.  
 January 16—French partly retrieved losses—News of gallant bayonet charge by Princess Patricia's Infantry reached the outside world.  
 January 17—Russian official statement told of extermination of 11th Turkish army corps.  
 January 19—German Zeppelins raid England killing four civilians and damaging property with bombs.  
 January 20—British Government refuses to guarantee "Dacia" will not be seized but offers to buy cargo or deliver it.  
 January 24—British fleet under Vice-Admiral Sir David Beatty defeated German squadron in North Sea, sinking the battle-cruiser Blucher, and the light cruiser Kolberg.  
 January 25—Russians occupy whole of Jacobini district in Bukovina after temporary retirement and loss of entire regiment. Strong German army defeated in second battle of La Basse.  
 January 26—All stocks of wheat in Germany seized by Government.  
 January 27—Loss of many thousands of Germans marks Kaiser's birthday.  
 January 28—First fighting in Egypt near Suez Canal reported.  
 January 30—German submarine U-31 sank three British steamers in the Irish Sea, and two others sunk in the English Channel.  
 February 2—British again repulsed Germans at La Bassee, and advanced. British fleet ordered to treat cargoes of grain and flour consigned to Germany and Austria as conditional contraband.  
 February 3—British Parliament, at opening of session, decided to confine itself to Government measures.  
 February 4—Announcement made that finances of Britain, France and Russia for the purposes of the war will be pooled.  
 Germany announces that all British waters will be treated as war zone after February 18.  
 Feb. 6—British liner Lusitania arrives at Liverpool flying American flag.  
 Feb. 8—British Government introduces "blank cheque" budget providing for army of 3,000,000 men.  
 Turks driven back from Suez Canal with heavy losses.  
 Feb. 9—Russians begin to evacuate Bukovina before Austro-German advance.  
 Feb. 10—U. S. Government sends note to Britain pointing out danger of using neutral flag and note to Germany warning against menacing lives of vessels of Americans—Canadian budget provides for tariff increases of 7 1/2 per cent. and 5 per cent. preferential.  
 Feb. 12—British aviators raid Ostend and surrounding districts, damaging submarine bases.

## SHIPPERS ON RAILROADS MUST PROVE DAMAGE TO OBTAIN REPARATION

Washington, February 13.—Shippers must prove that they have been damaged by reason of an unreasonable charge exacted by a railroad before they can obtain reparation, according to a decision handed down by the Interstate Commerce Commission today in the case of George M. Spiegle against the Southern Railway.

The claim for reparation was based upon a previous decision of the Commission wherein it was held that there existed in favor of Johnson City, Tenn., prior to January 16, 1911, rates which discriminated against Newport, Tenn.

The Commission refused to consider the question as to whether the basis of the award was in effect at the time of the shipments and as to whether the shipments upon which reparation was demanded were barred by the status of limitations. The decision issued to-day said:

"Since our former opinions were promulgated the United States Supreme Court in International Coal Company vs. P. R. R. Company, 230 U. S., 200, has held that before an award of reparation can be made on account of undue discrimination or preference on the part of carriers subject to the act, the complainant must prove that he was actually damaged by reason of such undue discrimination or preference, and, furthermore, must prove the amount of such damages.

"Here proof of particular shipments made and of the freight paid does not make out a prima facie case. Complainant must establish the fact and the amount of his damage."



MR. E. J. CHAMBERLIN, President of the Grand Trunk and Grand Trunk Pacific. He estimates that the new tariff will cost his railroads at least \$500,000 per year.

## BRITISH COLUMBIA COPPER OUTLOOK MORE ENCOURAGING.

Grand Forks, B. C., February 13.—Two more furnaces at the Grand Forks smelter of the Granby Company, have been placed in operation, and the entire battery of eight furnaces will probably all be in blast before April. This is the pleasing information given by W. A. Williams, General Superintendent of the Granby Co., who has gone on a business trip to New York.

Somewhat of an experiment is now being tried in the shipment of matte from the Anxox smelter to the Grand Forks reduction works to be reduced to blister copper.

By this system work can be facilitated at Anxox, while the matte will serve as a flux at this end. Should copper hold its present firmness of price it is quite probable that Granby will operate all its plants at full force in the course of a month's time.

With the consequent requirements on railways the outlook in this district at present is most encouraging.

## RAILROAD NOTES

A statement from one of the directors is as follows: "The regular dividend just declared was more than earned. The earnings of the company are showing improvement and the outlook is considered favorable. There is no truth in the report that the company contemplates selling preferred stock. It contemplates no new financing whatever at this time, and no important improvement or addition work in the near future."

The Peterborough Review—Mr. W. J. Brooks of the C. P. R. freight office is editor-in-chief and Mr. L. Duff is assistant editor of a twenty-seven page magazine which promises to become popular with the local office staffs and employees of the company. In the magazine will be found interesting stories of the railroad as well as other contributions from the members of the freight office staff. It will be published every two months.

## SHIPPING NOTES

The Chicago has arrived at Havre.

The Great Lakes Dredge and Dock Company has declared an 8 per cent. cash dividend on the \$6,000,000 payable of the company, amounting to \$480,000, payable Feb. 15.

A prominent member of the syndicate underwriting the New York Central convertible bond issue says that to the best of his knowledge the syndicate will not be left with a large amount of the bonds in its hands. Although the subscription offer involves a large amount of money and holdings of Central are not all in rich hands a good reply is expected from the stockholders. There remains the question of what the Union Pacific will do. The Union Pacific is a holder of some \$20,000,000 of Central stock is entitled to subscribe to a round block of the bonds. If it decides not to exercise the privilege there ought to be a good supply of the "rights."

Mr. Henry Whitney, of New York, has awarded a contract to the Cramp Shipbuilding Company of Philadelphia for the construction of a steam yacht to be 175 feet long. The vessel will be built immediately.

The Railway Age Gazette says: "For the first time since 1901 rails are now being quoted openly at less than \$28 per ton. This basis price was established for Bessemer rails at the time of the formation of the United States Steel Corporation and has been maintained by the corporation and independent mills alike since that date. Very recently the Algoma Steel Company, a Canadian corporation, has entered the market in this country, quoting open hearth rails at \$25 per ton on board cars at the mills or \$27.00 on board cars at Chicago, as compared with \$30 at the mills quoted by manufacturers in the States. This creates a very interesting situation in the steel market and at least three roads, the Pere Marquette, the Big Four and the Toledo and Ohio Central, have given this company rail orders. The reasons why the Algoma Steel Company is able to quote this price on rails are evident. The European war has created a business depression in Canada much more acute than in the United States, with the result that the rail requirements of the Canadian railways are materially reduced."

A despatch from Rotterdam says that the Dutch steamer Duiderdijk, flying the Dutch flag, was stopped by a German submarine in the North Sea. She was compelled to show her papers, after which she was permitted to proceed to Rotterdam.

The British steamer Morocco has reached New York from Aberdeen, Scotland, after a voyage lasting thirty days, during which the steamer struggled for six days in vain to make a single mile westward over mountainous seas and in the face of terrific winds.

The new cargo steamer Torquay, of Dartmouth, was towed into Scarborough harbor last night in a sinking condition, after either striking a mine or having been torpedoed eight miles east of that port. The damage sustained by the steamer was amidships, one boiler having been penetrated. One man was killed, and two were injured.

All-charter rate records on the Pacific Coast were broken when the Japanese steamer Kenkon Maru was taken by Halifax, Guthrie & Co. to load grain at Portland for the United Kingdom at 60 shillings, with an option of diverting to the Mediterranean at 67 shillings. The previous high mark was 37 shillings.

Captain R. E. Carey, who has just been awarded a gold medal for his services in rescuing 1,900 French and Belgian refugees in the English Channel, is a member of the Imperial Merchant Service Guild. Two other members who have received honors during the war are Commander J. C. Barr, R.N.R., of H. M. S. Carmania, upon whom has been conferred the decoration of Companion of the Bath, whilst Captain D. R. Kinnier, of the R. M. S. Ortega has been awarded the Distinguished Service Cross.

## GENERAL MOTORS HAVING BIGGEST YEAR IN HISTORY.

Boston, Mass., February 12.—There is no doubt that the anomaly of the business world to-day is the expansive power of the automobile industry in the face of national business depression and lack of confidence.

The General Motors Co. interests were rather chary of making predictions about 1915 business back in November and even as late as December. To-day they are not making many predictions, but they are decidedly hopeful of the biggest year in both gross and net that the company has ever known.

Car sales to date are more than 10 per cent. ahead of the same period a year ago. This, considering the slow start in production which the Cadillac made on account of changing to the 8-cylinder type, is really remarkable. The Buick this year will take rank as a 40,000 car producer. The Cadillac ought to make 12,000 to 13,000 cars as things are now going, and has orders in hand for all of that number. In fact it could sell some thousand more cars if it were humanly possible to produce them. The Oldsmobile, after being down in the mouth for several years, has come to the front this year and is giving a splendid account of itself both as to number of cars made and net earning power. The Olds Co. has in fact already sold considerably more cars than it made in all of 1914.

General Motors gross sales for the fiscal year to July 31 promise to cross the \$90,000,000 mark while its production of cars will exceed 60,000 and may go somewhat larger than that.

Friends of the company have been planning in their minds how it can best take care of the 6 per cent. notes which mature in October. The management is not worrying at all about this matter. The financial community is likely to have an agreeable surprise on its hands when it learns the provision which has been made to pay off these notes.

## The Charter Market

(Exclusive Leased Wire to Journal of Commerce.)  
 New York, February 13.—Steamer chartering was limited in all grades and there is a noticeable falling off in the demand for tonnage, particularly for cotton, grain and oats to European ports.

Rates are firm in all trades at the basis of last previous charters, but tonnage continues scarce and is offered sparingly for either prompt or forward loading. The advance in war risk insurance rates is also a factor which operates against freer trading.

The sailing vessel market was active and a good demand prevails for tonnage suitable for off-shore business. Rates are firmer in all grades, and the tendency favors owners, as the supply of vessels is limited.

Charters:—Grain British steamer, St. Ninian (previously), Rotterdam to 8d, February.  
 British steamer King George (previously), 30,000 quarters oats, from Newport News to Avonmouth, or Cardiff, 6d, February.  
 Lumber—Danish barque, Fanny Brestlaer, 295 tons, from the Gulf of West Britain, with timber, p.t., prompt.  
 Russian barque Marlborough Hill, 2,363 tons, same 165s, option London 170s, March-April.  
 British schooner Hieronymus, 417 tons, from Penacola to Barcelona, p.t.  
 British schooner Charlevoix, 427 tons, from Penacola to Valencia, p.t.  
 British schooner C. W. Mills, 818 tons, from Mobile to Cay, Francis, \$7.25.  
 Schooner Wm. E. Burnham, 642 tons, from Penacola to New York, \$8.00; option of a Sound port \$8.25.  
 Schooner Florence Creadick, 657 tons, from St. Mary's River to New York, \$5.75 and St. Mary's River to wages.  
 Coal—Schooner John M. Biemiller, 858 tons from Philadelphia to Cienfuegos, p.t.  
 Schooner Charles K. Schull, 827 tons from Norfolk to Key West, \$1.25 and discharged.  
 Miscellaneous—British steamer Askhall, 2,738 tons (previously), from Savannah to Barcelona, and, or, Genoa, with cotton, 137s 6d, one, 140s both ports, March.  
 British steamer Strathleven, 2,845 tons (previously), from Galveston to Havre with cotton, 125s, stipulated days for discharge, February-March.

## TREND TOWARD BETTERMENT IN UNITED STATES RAILROADS

New York, February 13.—Although there are some indications of a trend toward betterment in the gross earnings of United States railroads the improvement is very slight, the total of all roads making weekly returns to Dun's Review that have reported to date for January amounting to \$22,386,019, a decrease of 10.3 per cent., as compared with the same month in 1914.

A similar comparison made by these roads in December showed a loss of 11.6 per cent.; in November a loss of 12.9 per cent., and in October a loss of 12.3 per cent.

In the South the contraction on some roads is very pronounced, Louisville & Nashville reporting a falling off of \$866,297; Southern, \$1,119,683, and Mobile & Ohio, \$203,682; but even here evidence pointing to improvement is not entirely lacking, as Chesapeake & Ohio shows a gain of \$14,146, as against a decrease in the previous month of \$296,298.

On the other hand, the tendency towards increased railroad activity is steadily becoming more noticeable in the West and Southwest, for while only a few roads make gains, the losses in most important instances are not nearly so large as a month ago.

Thus, Missouri Pacific reports a decrease in January of \$286,000, against \$1,026,899 in December; Denver and Rio Grande, \$42,000, against \$264,200; Texas & Pacific, \$44,711, against \$285,048, and St. Louis Southwestern, \$97,000, against \$290,990.

This improvement, however, is offset to some extent by less favorable exhibits by Missouri, Kansas & Texas, Chicago, Indianapolis & Louisville and Minneapolis & St. Louis.

In the following table are given the gross earnings of all United States railroads reporting to date for January, and the loss as compared with the earnings of the same roads for the corresponding month a year ago; also for the roads that reported for the two preceding months, together with the percentages of loss compared with last year:

	1915.	Per Cent.
January . . . . .	\$22,386,019	Loss \$7,338,391 11.6
December . . . . .	31,091,367	Loss 4,079,882 12.9
November . . . . .	33,798,016	Loss 4,999,817 12.3

## TRAIL SMELTER RECEIPTS.

The Consolidated Mining and Smelting Company of Canada, Limited's ore receipts at Trail Smelter, for the week ending February 4th, 1915, and from October 1st, 1914, to date, in tons:

Company's Mines:—  
 Centre Star . . . . . 4,424 65,000  
 Le Roi . . . . . 2,802 48,000  
 Sullivan . . . . . 713 16,841  
 Other Mines . . . . . 1,027 17,779

Total . . . . . 8,977 144,620

New York, February 13.—Handy and Harman quote silver 48 1/2 cents. London bar silver 22 11-16d.

## STEAMSHIPS.

## CUNARD LINE

### CANADIAN SERVICE

Sailings from Halifax to Liverpool:—  
 ALAUNIA (13,400 tons) . . . . . March 8th, 1 a.m.  
 Orduua (15,500 tons) . . . . . March 22  
 Transylvania (15,000 tons) . . . . . April 5  
 Orduua (15,500 tons) . . . . . April 19

For information apply to THE ROBERT REFORM CO., LIMITED, General Agents, 20 Hospital Street, Steerage Branch, 23 St. Sacramento St., Uptown Agency, 539 St. Catharines Street West.

## ALLAN ROYAL MAIL LINES

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 Via Belleville, Port Hope and Oshawa.  
 \*8.45 a.m. \*10.00 p.m.

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 Via Tweed, Peterboro.  
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 122 St. James St., cor. Front St. Phone 1111.  
 Windsor Hotel  
 Tompkins Station

Train now leaving Windsor Street Station for Smith's Falls and intermediate stations will on and after Monday, February 15th, be operated daily except Sunday.

The steamer City of Memphis sailed from Bremen on February 5 for New York with general cargo consigned to Snow's United States Express Company. The steamer is due to arrive about February 21.