

**CANADIAN PACIFIC**

TICKET OFFICES:  
 141-143 St. James Street. Phone Main 8125.  
 Windsor Hotel, Place Viger and Windsor St. Stations.

**Canadian Northern**

VICTORIA DAY

EXCURSION FARES.

Single Fare.—Going and returning May 24th, 1916.  
 Fare and One Third.—Going May 23rd and 24th. Return limit May 25th, 1916.

For tickets and further particulars apply to City Ticket Agent, 230 St. James Street, Montreal. Tel. Main 6570.

**Railway News**

**"CANADA CUBS" ARRIVE AT SAN DIEGO FAIR TO ADVERTISE THE DOMINION.**

Through the instrumentality of the Grand Trunk Pacific thousands of American tourists visiting the San Diego Exposition will this year make the acquaintance of the "Canada Cubs," four young black bears, taken from the sporting territory along the line of the new transcontinental. These bears have been made a part of the wonderful Canadian exhibit, which is in charge of Col. W. Hutchison, at the Exposition in the southern Californian city.

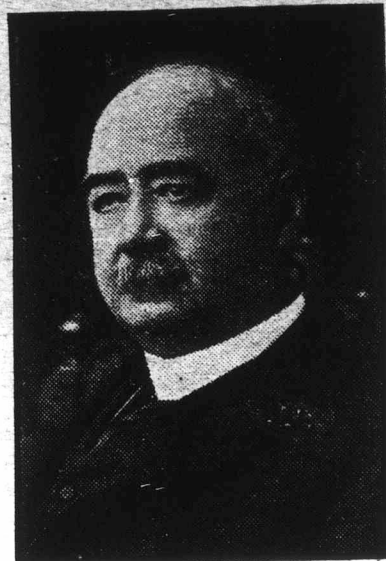
Col. Hutchison a few weeks ago wired Mr. R. C. W. Lett, Tourist and Colonization Agent of the G. T. P., saying: "Can you send us four bear cubs?" A week later the youthful bears went forward from Winnipeg in a nice wire-lined crate, with full instructions to the railwaymen as to housing, feeding, travelling, etc. The four cubs were members of one family, and they were fed on oatmeal and milk administered twice daily. Immediately upon their arrival at San Diego Col. Hutchison declared that they should be known as the "Canada Cubs," and he wired to Mr. Lett, "Canada Cubs have arrived in first-class condition. Many thanks for your trouble in the matter."

**WHAT GOOD ROADS MEAN.**

E. G. Baker made trip in automobile from Los Angeles, to New York in seven days, 11 hours and 52 minutes, beating previous record by three days, 19 hours and 23 minutes. Distance covered was 3,471 miles and 567 miles was covered in single day.

**CANADIAN PACIFIC RAILWAY COMPANY.**

Approximate Earnings.	
Week ending May 14th, 1916	\$2,592,000
Same period, 1915	1,604,000
Increase	988,000



MR. E. HAY,

General Manager Imperial Bank, whose annual report has just been issued.

**RAILROAD EARNINGS.**

For the second week in May railroad earnings in Canada showed a gain of over \$1,500,000, or 52 per cent over the returns for the corresponding week last year.

A feature of the second week's figures was an increase of more than 105 per cent in C. N. R.'s earnings. C. P. R.'s increase was 61.6 per cent, against 73.3 per cent in the first week. A summary of the second week's returns and comparisons with a year ago follow:

Company.	Earnings.	Increase.	P.C.
C. P. R.	\$2,592,000	\$988,000	61.6
G. T. R.	1,086,006	156,273	16.8
C. N. R.	748,300	383,500	105.1
Total	\$4,426,406	\$1,527,773	52.7

**MINIMUM PRICE ON RAILROAD DEBENTURES.**

Reopening of the British railway debentures and preference shares market by removal of minimum quotations resulted in a general decline of between 10 and 20 points, bringing figures down to current views of actual values, namely, a basis to yield between 5 per cent and 5 1/4 per cent.

**GRAND TRUNK RAILWAY SYSTEM.**

Traffic earnings from May 8th to 14th, 1916.	
1916	\$1,076,436
1915	922,106
Increase	\$ 154,330

**THE BRAVE HIGHLANDERS.**

There are no better fighting men the world over than the Highlanders. Coming from families where the pursuit of arms is a tradition, bolstered with a wonderful morale and made fit by years of intensified training, the Highlanders have stood fast more than once in a gap from which the raw troops had been forced. In the terrible rearguard actions, like the battle of the Marne and the retreat toward Paris, the Highlander stood supreme as a soldier and a fighter. The Germans have great respect for their fighting ability, one writer relating that, after a terrific bombardment of a Highlanders' trench with a minenwerfer (mine-thrower), the undaunted Scots leaped to the counter attack with wild battle-cries when the Germans charged, and repulsed them. The Highlanders retain the kilt as their uniform, but now it is made of khaki. This kilt caused the French to believe them to be regiments of suffragettes, but the Germans, who have sampled their steel, call them "the ladies from hell." —Boston News Bureau.

**CANADA'S TELEPHONES.**

An analysis of our Telephone business shows the following facts:

Items:	1915.	1914.	1913.
Capitalization	\$74,284,991	\$70,291,884	\$59,847,004
Cost	83,792,583	80,258,356	69,214,971
Revenue	17,601,672	17,297,268	14,879,278
Operating exp.	12,836,715	12,882,402	11,175,689
Remuneration	8,357,029	8,250,253	6,839,308
No. of tele'ne cos.	1,396	1,136	1,075
Wire mileage	1,452,360	1,343,000	1,092,586
Telephones	533,090	521,144	463,671
Employees	15,072	16,799	12,867
Per' per tele'ne.	15.1	15.5	16.2
Per. per mile wire	5.6	6.0	6.8

Following are the different classes of organization: Government, 4; municipal, 62; stock, 584; cooperative, 601; partnership, 28; private, 117; total, 1,396.

Telephone companies' net earnings, as represented by the difference between total receipts and operating cost, were \$4,764,957. This was better by \$350,091 than for 1914.

**THE INFLUENCE OF MILL FULMIGATE ON THE BAKING QUALITY OF FLOUR.**

(Concluded from page 19).

flour would not become normal in four or five months from time of treatment it would practically be as fatal to the miller as if it never would regain its original condition.

The carbon bisulphide is very effective in destroying insect life, but it is evident that if this material is to be used as a fumigant all wheat or flour must be removed from the mill before the fumigation is done. Furthermore, carbon bisulphide is very inflammable, which adds another serious objection to its use as a mill fumigant.

**The Destruction of Insect Eggs.**

Another point that is very frequently overlooked in the fumigation of mills is that, while the old and young insects are destroyed by the gaseous carbon bisulphide and hydrocyanic acid, the eggs are not, and that they develop in due time, and only require time to multiply to thoroughly infest the whole mill again. To catch the brood of insects hatched from the eggs present in the mill at the time of fumigation a second fumigation ought to be given about ten days or two weeks after the first treatment. In this way a thorough cleaning out of the mill may be accomplished. Without the second treatment the number of insect pests will be greatly reduced, but they will not be eradicated, because the eggs have been left and a new brood develops. It is quite probable that in many cases this has really been the cause of unsatisfactory results reported from fumigating. However, the hydrocyanic acid gas is very light, and does not penetrate as well as could be desired, and this may also affect its efficiency.

Too much stress cannot be placed on the fact that both of these gases are poisonous and that every precaution must be taken against inhaling any of the vapors.

The directors of the Quebec and St. John Railway has awarded the contract for the construction of forty miles of valley railroad from G. N.B. to Westfield, which is fifteen miles from St. John, to the Nova Scotia Construction Company.

**WHEN YOU GO TO**

Best by Day Every Day

**WHEN YOU GO TO**

Best by Night Every Night

**8.50 A.M.                      8.00 P.M.**

Through Coach and Parlor Car to New York, arriving 4.00 p. m., and Coach and Parlor Car, arriving Boston 7.40 p. m. Excellent Dining Car Service.

Electric Lighted Steel Pullman Sleeping Cars, arriving New York 7.26 a. m. and Boston 7.05 a. m., also Coach to Boston. A night of perfect sleep.

**Across Lake Champlain and Through the Green Mountains**

For complete information and booklets of Southern Resorts call at City Ticket Office, 230 St. James St. For tickets consult agents at Windsor Station, Windsor Hotel, or at City Ticket Office, 230 St. James St. Telephone, 1038-1039 Main. Neil Mooney, General Agent, Montreal.