

CUNARD ANCHOR ANCHOR-DONALDSON

REGULAR SERVICES

MONTREAL-GLASGOW			
Aug. 7	Sept. 11	Oct. 16	Cassandra
Aug. 21	Sept. 25	Oct. 30	Saturnia
N.Y.—GLASGOW (Via Merville)			
Aug. 2	Sept. 11	Oct. 9	Nov. 6 Columbia
NEW YORK-LIVERPOOL			
Aug. 14	Sept. 11	Oct. 9	*K. Aug. Vict.
Aug. 21	Sept. 18		Caronia
N.Y.—PLY. CHER. & LONDON.			
Sept. 18	Oct. 25	Dec. 4	Caronia
N.Y.—CHERBOURG, SOUTHAMPTON			
July 31	Aug. 28	Sept. 22	Aquitania
Aug. 12	Sept. 9	Oct. 7	Imperator
Sept. 2	Sept. 30		Mauretania
N.Y. DUBROVNIK & TRIESTE.			
July 31			Italia
N.Y.—NAPLES, DUBROVNIK AND TRIESTE			
Aug. 28			Pannonia

For rates of passage, freight and further particulars apply to local agents or

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New Transcontinental Service

Canadian National-Grand Trunk Unifies Systems.—Many New Services with some Entirely New Features.

The unification of the Canadian National-Grand Trunk railway systems has commenced. On Sunday, June 27th, this process was inaugurated by the opening of a transcontinental service from coast to coast in which both systems are used.

Combined, these two systems represent not only the largest state-owned railways in the world, but also the largest railroad in the world, with a mileage of 22,500 miles. The land served by both the systems, includes the most fertile valleys in British Columbia the richest land in the prairie provinces, and the well-populated districts in the east. The claim is made too, that the Canadian National-Grand Trunk have the lowest grades of any transcontinental road in America.

The first transcontinental train for the West under the new auspices, left Bonaventure at 6.10 p.m. Sunday, the passenger list including a large party of newspapermen who had been invited to take the first leg of the journey to Ottawa and return the following day. The initial trip was a great success, everything happening according to schedule and nothing untoward interfering. In three hours to the second, the new train pulled into the Union Station, Ottawa, from which depot, fifteen minutes later, the second leg of the journey was commenced to North Bay along the line of the Canadian National, and then on to Sudbury.

This train will leave Montreal at 6.10 p.m. every Sunday, Monday, Wednesday and Friday. On Tuesdays, Thursdays and Saturdays it will continue through to Winnipeg, and make a close connection for Vancouver and Prince Rupert. As a matter of fact the train really serves as a connecting link between six Atlantic ports—Halifax, Sydney, St. John, Portland, Quebec, and Montreal—and two Pacific ports—Vancouver and Prince Rupert. The latter route is the shortest way to Alaska and the Orient. An immense quantity of fish used to be transported through Seattle, but solid fish trains are coming via the Canadian National-Grand Trunk from Prince Rupert to the United States, even as far as New York.

Another feature which has been inaugurated is a fast night express train between Toronto and Montreal. This train will carry no class of

passengers—nothing but express freight. This is an entirely new departure, but it is thought that it will be of great service in the rapid transport of commodities, particularly of the more perishable kind.

Through fast trains have also been inaugurated between Toronto and Ottawa, the time taken on this journey, 7 hours and 13 minutes, being the fastest of any now operating between these two cities. This train uses the Grand Trunk double track from Toronto as far as Napanee. Leaving Toronto at mid-day it arrives at the Capital at 7.15. There it makes a connection with a train leaving at 7.20 for Montreal which carries a through sleeping car from Ottawa to Quebec—another new feature, and arrives at Quebec at 6.30 a.m.

Commencing the same day, June 27th, the Canadian National inaugurated a new fast night service between Montreal and Quebec, leaving the former city at 11.15 p.m. and arriving at Quebec at 6.30 a.m.

In future too, the tickets issued by the Grand Trunk and the Canadian National will be interchangeable. If one travels from Montreal to Ottawa via the Grand Trunk, one is at liberty to return via the Canadian National and vice versa.

The equipment of the new transcontinental train spells the last word so far, in the evolution of railway conveyances. All steel cars, it is made up of baggage, express, colonist, first-class coaches, standard, sleeping, dining and observation compartment cars. From Montreal to Ottawa the party of newspapermen had a most pleasant journey. The roadbed is in first-class condition, and those responsible have reason to be proud of the trimness and neatness of everything along the right-of-way.

The officials who made the first trip included Messrs. G. T. Bell, passenger traffic agent of the G.T.R.; C. W. Johnston, assistant general passenger agent; E. C. Elliott, Montreal District Passenger agent; and J. Morrison, assistant general agent, Canadian National, with W. Weegar, trainmaster of the Ottawa Division.

Dividend Notices

Bank of Montreal.

NOTICE is hereby given that a DIVIDEND of THREE per cent upon the paid-up Capital Stock of this Institution has been declared for the current quarter, payable on and after WEDNESDAY, the FIRST DAY of SEPTEMBER next, to shareholders of record of 31st July, 1920.

By order of the Board.

FREDERICK WILLIAMS-TAYLOR,
General Manager.

Montreal, 20th July, 1920.

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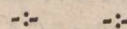
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