

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

From Windsor Street Station Now in Effect.

Dorval.

7:20 a.m. daily; 8:30 a.m. daily; 12:15 p.m. daily; 1:30 p.m. Sat.; 4:15 p.m. ex. Sun.; 5:30 p.m. ex. Sun.; 6:15 p.m. ex. Sun.; 11:20 p.m. daily.

Lakeside.

7:20 a.m. daily; 8:30 a.m. daily; 12:15 p.m. daily; 1:30 p.m. Sat.; 4:15 p.m. ex. Sun.; 5:30 p.m. ex. Sun.; 6:15 p.m. ex. Sun.; 11:20 p.m. daily.

Beaurepaire-Baie d'Urfe.

7:20 a.m. daily; 8:30 a.m. daily; 12:15 p.m. daily; 1:30 p.m. Sat.; 4:15 p.m. ex. Sun.; 5:30 p.m. ex. Sun.; 6:15 p.m. ex. Sun.; 11:20 p.m. daily.

Ste. Anne's.

7:20 a.m. daily; 8:30 a.m. daily; 10:30 a.m. daily; 12:15 p.m. daily; 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.; 5:30 p.m. ex. Sun.; 6:15 p.m. ex. Sun.; 7:40 p.m. Sun.; 8:45 p.m. daily; 11:20 p.m. daily.

Vaudreuil.

7:20 a.m. daily; 8:30 a.m. daily; 10:30 a.m. daily; 12:15 p.m. daily; 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.; 5:30 p.m. ex. Sun.; 6:15 p.m. ex. Sun.; 7:40 p.m. Sun.; 8:45 p.m. daily; 10:00 p.m. daily; 10:15 p.m. daily; 11:20 p.m. daily.

Hudson-Rigaud.

8:30 a.m. daily; 12:15 p.m. daily; 1:20 p.m. Sat.; 1:30 p.m. Sat.; 4:05 p.m. ex. Sun.; 5:10 p.m. ex. Sun.; 6:15 p.m. ex. Sun.; 7:40 p.m. Sun.; 8:45 p.m. daily; 10:00 p.m. daily; 10:15 p.m. daily; 11:20 p.m. daily.

Pointe Fortune.

12:15 p.m. daily; 1:30 p.m. Sat.; 5:10 p.m. ex. Sat. and Sun.; 6:15 p.m. ex. 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; 10:00 p.m. daily; 10:15 p.m. daily; 11:20 p.m. daily.

Cornwall-Williamstown-North Lancaster.

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; 10:00 p.m. daily; 10:15 p.m. daily; 11:20 p.m. daily.

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Trains For Windsor St. 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. daily. From Pointe Fortune, making several stops—8:45 a.m. ex. Sun. All stops—1:45 p.m. ex. Sun.; 5:50 p.m. daily; 11:15 p.m. Sun. only. From Cornwall, making all stops—10:30 a.m. ex. Sun.; 7:30 p.m. ex. Sun. From Ottawa, stopping at Ste. Anne's, Vaudreuil and west—12:10 p.m. daily; 8:30 p.m. daily. From Perth, making all stops—12:25 p.m. ex. Sun.; 7:40 p.m. Sun.; 8:45 p.m. daily; 10:00 p.m. daily; 10:15 p.m. daily; 11:20 p.m. daily.

N. Y. COTTON STRONGER.

New York, June 3.—On first call the cotton market was up 7 to 12 points, undoubtedly the market is in a sold out condition and brokers are inclined to view the international situation as regards this country with serenity, believing that a peaceful outcome will result. New Orleans is closed for Confederate Memorial Day.

SUGAR FUTURES QUIET.

New York, June 3.—Sugar futures market opened quiet and steady.

THE WEATHER MAP.

Cotton Belt—Scattered showers in North Carolina. Temperature 68 to 76. Winter Wheat Belt—Rains in parts of Kansas, Nebraska, Iowa and the Ohio Valley. Temperature 54 to 68. American Northwest—Moderate rains in the Dakotas. Temperature 52 to 62. Canadian Northwest—Scattered rains. Temperature 46 to 62.

FAIR AND WARM.

Easterly winds, fair and warm to-day and on Friday. Heavy rain has fallen since yesterday morning in Alberta and south-western Saskatchewan, and also in south-western Ontario. Elsewhere in the Dominion the weather has been fine.

RAILROAD NOTES

Mr. T. Falow, late of Belleville, Ont., has been appointed locomotive foreman of the G. T. R. at Graham, Ont.

Sir William Van Horne, former president of the Canadian Pacific Railway Company, reached New York yesterday aboard the steamer Saratoga from Havana.

W. M. Marshall, superintendent of the Canadian Pacific telegraphs in the West, was yesterday successfully operated on for appendicitis. Last night his condition was reported good.

The despatching staff of the I. C. R. at Sydney, waited upon Superintendent W. A. Fitch, at his office on Saturday night, and presented him with an address and a silver cigar case, upon the occasion of his departure from Sydney.

Sir Edgar Speyer, who is on his way with his family to New York for the summer, has been succeeded as chairman of the Underground Electric Railways of London by Lord George Hamilton, who is deputy chairman. Sir Edgar resigned the position.

The body of the man who was found dead in the woods near Beverly, Alberta, recently, has been identified as that of Alfred J. Parkin, timber inspector with the Canadian Northern and son of the chief timber inspector of the C. N. R., and McKenzie & Mann.

The Southern Counties Railway is about to proceed to lay the tracks between St. Cesaire and Granby, a distance of 16 miles. The company will build a sub-power station at Granby, where the tracks have already been laid. A gang of between 300 and 400 men will be employed by the company for the track laying.

Work has been begun on the excavation for the new Union Station of the Canadian Pacific Railway and the Canadian Northern Railway at Yonge and Cottingham streets, Toronto. The station is to be placed immediately south of the C. P. R. tracks, east of Yonge street. It will have a frontage of approximately 135 feet, and will be about 75 feet deep, with a spacious entrance driveway to the south of the building.

The electrified London and Port Stanley Railway depot in Toronto will be located at the northeast corner of Bathurst and Richmond street, on the property formerly owned by the Southern Litho Company, and now in possession of the Grand Trunk. The property consists of a strip 40 feet wide from Wellington and Clarence on Bathurst street, 50 feet wide from Clarence, north of Bathurst for a distance of 272 feet, and west of this, a strip 80 feet wide to the eastern limits of Richmond. This will give the London and Port Stanley road a frontage on Richmond street, 80 feet wide for a station.

A loss of fifty-four thousand dollars in engine cars and material was suffered by the Hudson Bay Railway, when a train went through Armstrong Lake bridge, The Pas, Man., recently. An engine and four cars, including a pioneer truck layer with track steel, are buried out of sight in fifty feet of mud beyond all chance of saving. The accident followed a pressure test of three hundred thousand pounds causing a displacement of track pilings. The engineer was the only person aboard and he saved himself by diving under the engine as it reached the water. The bridge is 500 feet long and half of it was destroyed. Reconstruction of the damaged part has commenced.

Mr. R. G. Edwards, assistant superintendent of district No. 2, of the C. P. R., succeeds Mr. E. J. Melrose, who has been appointed assistant superintendent of district No. 3, succeeding Mr. C. W. Lott, who has been appointed assistant superintendent of district No. 5, with office at Smith's Falls. Mr. Melrose joined the C. P. R. in 1888, and has had a successful career, having occupied the position of general yard master of the Montreal Terminals up to the time of his new appointment. Mr. Edwards became connected with the C. P. R. in 1901, as a call boy, and rose to the position of general yard master at Smith's Falls, from which place he has been transferred to Montreal.

CHICAGO WHEAT MARKET WEAK.

Chicago, June 3.—Wheat market is further outside liquidation and claims of hedge selling against harvesting in the extreme southwest. The cables were lower. Shorts bought freely at the decline. Claims of excessive rains in Oklahoma and Kansas and the improved political situation combined to check offerings. Corn and oats lower in sympathy with wheat.

MORE TROUBLE FOR JITNEYS.

Springfield, Ill., June 3.—Illinois Public Utilities Commission, holds that jitney buses are public utilities which must incorporate, secure certificates before operating, and must not operate along streets where they become parallel competitors to existing transportation lines.

LONDON METALS.

London, June 3.—Spot copper £80 12s 4d, up £1 7s 6d; futures, £81 12s 6d, up £1 12s 6d; electrolytic £90 unchanged. Spot tin, £159 10s, off 10s; futures, £159, off 10s; Striata, £164 10s, off 10s. Sales spot tin, 90 tons; futures, 120 tons. Lead, £23 8s 9d, up 13s 9d. Spelter £95, unchanged.

PETROLEUM IMPORTS TO U. K.

New York, June 3.—Imports of Petroleum into the United Kingdom for the week ended May 17 again totalled 8,750,000 gallons. The whole week's receipts come from the United States. The Anglo American Oil Company's receipts were again the feature totaling 4,900,000 gallons, or 56 per cent. of the total.

N. Y. COTTON MARKET STEADY.

New York, June 3.—Cotton market opened steady. July ... 9.49 Up 12. October ... 9.78 Up 8. December ... 10.02 Up 7. January ... 10.06 Up 7.

CASH WHEAT WEAK.

Liverpool, June 3.—Cash wheat weak, 1/2 to 5/8 off. No. 2 hard winter 12s 11d; No. 2 soft winter, 12s 11d. Corn easy, 1/2 to 1/8 off. American mixed 8s 1 1/2d. Plate 7s 9d.

COMMENCE SAWING SOON.

Three Rivers, Quebec, June 3.—There are many logs arriving in the booms now and the mills will commence the season's sawing shortly.



MR. W. B. POWELL, Vice-President and General Manager of the Montreal and Southern Counties Railway, which has secured money and is proceeding to lay tracks between St. Cesaire and Granby.

The Charter Market

(Exclusive Leased Wire to The Journal of Commerce)

New York, June 3.—The full steamer market was without change, there being a moderate demand for steamers for June loading, with rates ruling about as recently quoted. Coal freights continue to predominate, boats being in good demand for both Mediterranean and South American ports.

For sailing vessels the demand holds steady in several of the off shore trades, particularly dumber carriers to the United Kingdom and coal and lumber carriers to South America. Rates are firmly sustained and tonnage offerings light.

Charters: Grain—British steamer Weardale, 18,000 quarters, from the Gulf to the United Kingdom, 9s option French Atlantic 9s 6d, or Marseilles, June.

French steamer La Loire, previously, 20,000 quarters from the Atlantic Range to a French Atlantic port, 9s, June. British steamer Westony, 26,000 quarters, same, from Montreal, 10s, June. Norwegian steamer John Blumer, 15,000 quarters, same.

Coal—British steamer Ashmore, 1,574 tons, previously, from Baltimore to the River Plate, at or about 34s 6d, prompt.

Dutch steamer Terschelling, 1,872 tons, same. Dutch steamer Samarinda, 4,423 tons, same to Alexandria, p.t., June. Dutch steamer Merauke, 4,298 tons, same, July. British steamer Germanic, 2,171 tons, same to Piraeus, p.t., June. Spanish steamer Mar Mediterraneo, new, — tons, same to Algiers, p.t., June. British steamer Glen Eden, 3,018 tons, same to Naples, 44s, June.

Danish steamer Lejre, 1,854 tons, previously, from Baltimore or Virginia, to West Italy, 45s, June.

Greek steamer Georgios, 2,077 tons, same. Dutch steamer Dyonissis Stahatos, 2,296 tons, from Norfolk to Bilbao, 39s 9d, June. Miscellaneous—British steamer Celtic King, 2,567 tons, previously, trans-Atlantic trade, six months, 11s, deliveries United Kingdom prompt. Norwegian steamer Sverre, 2,326 tons, previously, New York and Archangel trade, one round trip, p.t., deliveries United States, prompt. Schooner Dorothy Palmer, 2,315 tons, from Baltimore to Rio Janeiro, with ore, p.t.

AMERICAN SHIPS CARRYING MORE EXPORTS AND IMPORTS

Washington, D.C., June 3.—An increasing share of the imports and exports of the United States is being carried in American vessels. The total value of our imports and domestic exports in the eight months from August 1, 1914, to March 31, 1915, according to the records of the Bureau of Foreign and Domestic Commerce, Department of Commerce, was \$2,797,000,000, and of this sum \$353,600,000, or 12.64 per cent, was carried in American bottoms. The corresponding period one year earlier showed a total of \$2,960,200,000, of which \$246,800,000, or 8.34 per cent, was carried in American vessels.

The proportion of our domestic exports transported in American bottoms rose from 6.57 per cent. in the eight months ended with March 1914, to 10.25 per cent. in a like period ended with March, 1915; while of the imports the proportion brought in American vessels increased from 10.73 per cent. to 16.69 per cent. Up to May 1 of the current year 142 foreign-built vessels, of 590,705 gross tons, had been registered as vessels of the United States.

NOTHING TO WARRANT STRENGTH IN GENERAL ELECTRIC SHARES.

New York, June 3.—Strength and activity in General Electric have been accompanied by reports of war orders. Representatives of the company contradict these reports as to new orders and assert there has been no development of late in the company's business to warrant the sudden outburst of activity in the shares. Domestic business has been showing gradual improvement for several weeks and is estimated to be running at 75 to 80 per cent. of capacity. The total of business coming to the General Electric from the war has not been large. Such war business as the company has already accepted has come to it indirectly, being foundry and machine work which the electric company is handling for other concerns which have taken on war orders directly. On the present basis of orders the General Electric should have gross earnings of \$85,000,000 to \$90,000,000 for the year.

INTERNATIONAL NICKEL CO. ANNUAL.

New York, June 3.—At the International Nickel Company annual meeting the retiring directors were re-elected. An amendment providing for the increase of the executive committee from five to six members was approved and William Ellis Correy elected to the new position. The directors subsequently re-elected officers.

EDMONTON RADIAL RAILWAY.

The statement of traffic for the Edmonton Radial Railway for the week ending 26th May, 1915, is as follows:— Passengers ... 215,439.00 Earnings ... \$10,321.96

ST. JOHN HARBOR WORKS.

St. John, N.B., June 3.—Hon. Wm. Pugsley wired to President J. A. Likely, of the St. John Board of Trade, that he has been told by reliable authority that the Minister of Public Works has rescinded the order cancelling the contract at Courtenay Bay.

TROLLEYS AT THREE RIVERS.

Three Rivers, Quebec, June 3.—Work has been commenced on the construction of the trolley line through the city. It is expected that the line will be running in a short time.

SHIPPING NOTES

Cabin rates from New York to Italy have been advanced from \$90 to \$100, exclusive of war tax. Rates on second cabin and steerage tickets are unchanged.

The Boethoe, a sealing steamship bound for the Labrador coast, struck an iceberg off Trinity Bay. Her bow was crushed in, but she was able to keep afloat.

Archangel, the only large seaport on the north coast of the Russian Empire, is officially declared open to navigation, according to a despatch to Lloyds.

Owing to improved facilities recently made available at the Welland Canal, it is now possible for lake shipments of moderate tonnage to reach the ocean without breaking cargo.

It is reported from Genoa that the market seems in a fair way to be swamped with American coals, between 50 and 60 cargoes of which are either on passage, loading or chartered for Italy.

The question of retaining the ownership of the Pacific Mail Steamship Co. by the Southern Pacific Co. is being considered by the directors of the first named company.

The Roma has arrived at New York; the Dominion is at Philadelphia; the Corsican at Glasgow; the Minnehaha at Plymouth; the Frederick VIII at Copenhagen; the Kristianfjord at Bergen and the Potsdam at Rotterdam.

Messrs. Norton Lilly & Co. have inaugurated a new service of direct steamers from New York to Bordeaux. The sailings will be maintained on a ten-day basis with chartered ships. The second sailing will be that of the steamer Silvercedar, due to leave June 5. The Kangaroo will follow June 12, and the Oak Branch June 20.

Because of the big cargoes of ammunition and provisions waiting to be shipped from the United States to France, the French Line has chartered thirty-seven steamships varying in size from 2,500 to 4,500 tons to supplement the fleet it already has in service between New York and Bordeaux. Eighteen of these vessels have sailed from the other side in ballast, and others will start within the next ten days. The majority of them are British freighters and the others are under the French and Norwegian flags, chartered at high rates owing to the big demand for tonnage.

Orders have been received at the New York offices of the Hamburg-American Steamship Company to restore officials, office employees and officers of the steamships of that line, tied up at American ports, to a full salary basis dating back to April 1. This fact was confirmed yesterday by Mr. J. P. Meyer, vice-president of the line. He explained that thus far no new orders affecting the status of the crews of the steamers laid up here in the matter of wages have been received, although it is expected that either today or to-morrow definite instructions on this point will be sent from the officials at Hamburg.

Announcement has been made that bids will be received by Dock Commissioner R. A. C. Smith, for the construction of the new pier at Twenty-ninth street, Brooklyn, to be occupied by the United States Steel Products Company, being the first new pier to be built by the Dock Department in that section of Brooklyn. The bids will be opened on June 11, p.m. set for the completion of the work is 120 calendar days for the inner portion of the pier and 200 days for the entire. The successful bidder will be required to give \$40,000 security for the faithful performance of the contract.

For the second time in history suit has been instituted in United States Court by a foreign sovereign. A libel, in the name of his Britannic Majesty, King George V., for over \$200,000 for shipment of oats and wheat consigned to French battlefields, has been filed at Detroit, against the American steamer Osborne and Canadian steamer Valcarlos, which collided recently. The other action brought by a foreign sovereign in a United States Court was that of Emperor Napoleon II, of France, in 1876, when French and American steamers collided in San Francisco Bay.

The Montreal-Toronto-Rochester service of the Canada Steamship Lines starts on June 5, the arrangement being that boats shall run Mondays, Wednesdays and Saturdays until June 19. After that date they will run daily except Sunday. The steamer Rapid Prince will be on this service. Commencing June 6 the steamer Three Rivers will leave at 9 o'clock Sunday mornings for St. Sulpice, Lavaltrie, Lanoraie, Sorel and Berthier. She will return to Montreal at 8:00 p.m. These trips are beginning earlier this year on account of the warm weather. The Montreal-Quebec line starts a daily service on Sunday next. The steamer Saguenay will initiate it, leaving here at 7 o'clock in the evening.

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RUSSIAN SEAPORT OPEN.

London, June 3.—Archangel, the only large seaport on the north coast of the Russian Empire, has been officially declared open to navigation.

JITNEY ORDINANCE DEFEATED.

San Francisco, June 3.—The initiative ordinance favoring jitney buses was defeated in Los Angeles by a majority of 23,000.

RAILWAY COMPLAINS OF JITNEYS.

Winnipeg, June 3.—The Street Railway Company has sent a letter to the City Council stating that the city was violating its contract with the company by permitting jitneys to operate in Winnipeg.

RAILROADS.

GRAND TRUNK RAILWAY SYSTEM

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 Parlor and Dining Cars.

CHICAGO LIMITED.

LV. MONTREAL, 11:00 P.M. DAILY. Pullman Sleeping and Club Compartment Cars and Parlor and Dining Cars.

CALIFORNIA EXPOSITIONS.

San Francisco - San Diego. Choice of Routes. Apply for Illustrated Booklet.

CITY TICKET OFFICES.

122 St. James St., Cor. St. Francois. Xavier - Phone Main 698. Windsor Hotel - Uptown 1127. Bonaventure Station - Main 1127.

CANADIAN PACIFIC

CHANGE IN TIME NOW IN EFFECT. Additional suburban trains will be operated commencing June 13th, 1915. Full particulars on application.

DORVAL RACE TRACK.

1:15 p.m., 1:25 p.m., 1:55 p.m. Returning After Last Race.

CORNWALL, ONT.

Service in effect until June 12th only. Lv. Windsor St., 5:30 p.m. ex. Sunday. New service in effect June 14th.

TICKET OFFICES.

141-14