

STACKHOUSE SURVEY

Stackhouse Expedition Has Laid Out for Itself a Huge Contract

WILL TAKE SEVEN YEARS

Plan of Organization Was to Explore Antarctic Region, But Mission Expanded to Far-reaching Undertaking.

June 23.—J. Foster Stackhouse, originally intended to explore the Antarctic region, has developed a plan for a far-reaching expedition, which will take seven years to complete.

Stackhouse, explaining his plans to the board of directors of the expedition, said that the expedition will start next December, and the voyage will last six or seven years. The route will be from London to Iceland, then across the Atlantic to Nova Scotia, taking soundings on the way upon the site of the Titanic disaster.

From Halifax the vessel will proceed to the Azores and then down the "backbone of the Atlantic" to the Brazilian island of Trinidad, examining all portions of the ocean where no soundings have hitherto been made. Thence we will go to Rio de Janeiro, the southernmost of which there is a great island known as the trade winds, and then around Cape Horn, where only half a dozen soundings have been made.

Then we will go back to Cape Town, then to Buenos Ayres, examining other banks on the way. From there we will go to Cape Town and from the Cape we will start the Antarctic part of the expedition, making for the westerly point reached by Sir Douglas Mawson's expedition. Then we will go to the Sandwich Islands.

"The task of sounding the Pacific Ocean will become one of the utmost importance on the opening of the Panama Canal to the shipping of the world.

"Then we will go back to Cape Town and then to Mauritius, examining the banks off the south east of South Africa from Mauritius to Zanzibar, and thence to the Seychelles Islands, on the north of which there are drifting banks. Thence we will go to India, visiting Bombay, Singapore. We will then proceed to Hong Kong, China, and Japan.

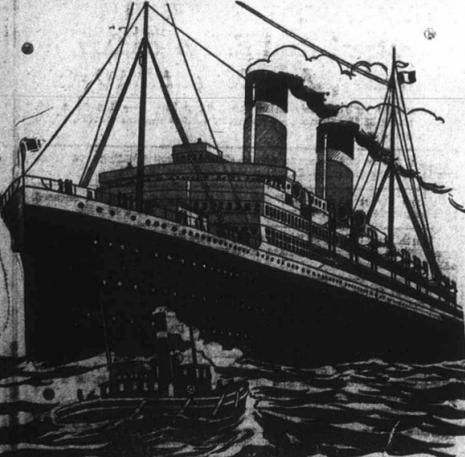
"The members of our expedition will number twelve scientists, with six officers and eighteen or nineteen sailors. All are signed for seven years. To carry out all our plans we require a further sum of \$125,000. So far we have received no Government grant.

NEW C. P. R. LINER LAUNCHED. Glasgow, June 23rd.—In the presence of a distinguished gathering the new liner of the Canadian Pacific Atlantic service, was launched at Glasgow yesterday in the Barclay Curle grounds, Whitehall.

Mrs. Geo. McL. Brown, wife of the European manager of the company, performed the christening ceremony. The sister ship, Metagama, will probably be launched in about two months' time. Both boats, which are of the one class type, will be thirteen thousand tons gross, twin screws, and have cruiser sterns. Following the launching ceremony the gathering were entertained at luncheon, the festivities being presided over by Mr. Geo. McL. Brown, who in his address, announced that an additional steamer on the British Columbia service of the company would be launched on Wednesday at Dumbarton. His remarks dealt with the vital importance of Scottish shipbuilders Mr. Ferguson, managing director of the Barclay Curle Company, who followed Mr. Brown, spoke on the engines for steamers for the Atlantic, and expressed the hope that the Canadian Pacific would shortly order these for their services, making particular mention of the important oil discovery on the company's lands at Calgary.

Hon. John Gordon, M.P., one of the members for Brighton in the Imperial House, has resigned on account of ill health.

ALLAN ROYAL MAIL LINE LARGEST STEAMERS FROM CANADA



THREE SAILINGS WEEKLY MONTREAL and QUEBEC to LIVERPOOL, GLASGOW, HAVRE & LONDON

NEWS OF RAILROADS

THEY WOULD GRAB VALUABLE EQUITY.

Messrs. E. and C. Randolph, New York, wired Mr. Avery (to-day): For the last five years Rock Island has earned on the average something more than 6 p.c. on its stocks. The collateral 4 p.c. bondholders bought their bonds on the basis of their being secured with 100 p.c. of the above stock.

This stock is to-day earning dividends and to ask the bondholders to surrender 37 1/2 p.c. of this valuable stock for the benefit of junior security holders, as is requested under the proposed reorganization, is, in our opinion, a most unfair proposition.

It is an attempt by the junior security holders, who hold the majority of the property, to grab a valuable equity which they have no right or title, and reinstate themselves.

The money required to rehabilitate the Rock Island property can undoubtedly be raised from the holders of the old company's \$75,000,000 stock.

It is our opinion that the proposed plan will not go through. The owners of the collateral 4 p.c. bonds have yet to be heard from.

DESTROY DERELICTS

U. S. Cutters Will Patrol North Atlantic to Remove Dangerous Obstructions.

Washington, June 23.—To free the North Atlantic of derelicts, the revenue cutters Seneca and Miami early in July will establish an international patrol in those waters, as authorized by the International Marine Conference in London last year.

At present the two cutters are working out of Halifax to warn vessels against icebergs, which may cross the paths frequented by steamships. Through the cutters will make its headquarters in the Azores and confine its duty to the European end of the transatlantic routes. The other will make its headquarters either in Newfoundland or Nova Scotia and limit its efforts to the American end of the transatlantic lanes. All leading countries sweep the waters for at least 200 miles off their coasts free from obstructions, but this will be the first time an effort has been made by international cooperation to clear the high seas of derelicts.

Although the United States has been authorized to maintain this derelict control, it will be paid for by all the powers which participated in the International Maritime Conference and signed the treaty growing out of that conference. The treaty will not be effective until July 1, 1915, but by common consent the patrol is to be established this year, and the interested nations selected the United States to take charge of it. England will bear 30 per cent. of the expense of the patrol, France, Germany, and the United States each 15 per cent., and the balance will be apportioned among Powers with fewer ships in the North Atlantic.

A majority of the derelicts in the North Atlantic are carried from the shores of the United States by the Gulf Stream and other currents toward Europe and deflected south by currents off the European coast. It is impossible for wrecks off the European coast to make their way to the United States. Consequently, a cutter with headquarters in Nova Scotia or Newfoundland will be able to destroy wrecks off the European coast to make their way to the United States.

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The two cutters will use gun cotton to demolish derelicts. They are equipped with wireless telegraphy, and through other vessels similarly equipped, will keep posted as to the location of obstructions to navigation.

STEAMSHIP SPECIAL.

Connecting with R.M.S. Virginian, sailing from Quebec, Thursday, June 25. Passenger and Mail Special of First-Class Coaches, Diner and Parlor Cars, will leave Windsor Street Station at 10 a.m. Thursday, June 25. Train will run direct to ship's side.

MANCHESTER LINE.

S.S. Man. Shipper sailed from Manchester for Montreal on June 20th, 1914, 10 a.m.

SEAMEN'S BILL MORE LIFEBOATS

U.S. Senate Committee Reports New Measure in Lieu of La Follette's

SAME AS CONVENTION

Provisions Practically Same as Those Adopted by London Congress of 1913—Applies to All American Vessels.

Washington, June 23.—A substitute for the LaFollette seamen's bill passed by the Senate to the House by the Committee on Merchant Marine and Fisheries of which Representative Alexander of Missouri is chairman, has been introduced primarily to promote the safety of life and property at sea and to promote the welfare of American seamen. It provides for a larger number of life craft on passenger vessels and reduces the hours of work of seamen.

The bill provides that in all merchant vessels of the United States of more than 100 tons gross, the sailors while at sea shall be divided into at least two watches, and the firemen, oilers and other crew members, into at least three. The only exceptions are in cases of vessels navigating rivers, bays or sounds, exclusively, and vessels whose routes between terminal ports do not exceed a run of 13 hours. The bill also requires the whole crew to participate in and perform the fire and life boat drills.

Under the proposed law an examination of vessel will be made if complaint is filed by the first or second officer and by a majority of the crew that it is in an unsatisfactory condition. The bill specifies able seamen may be 19 years of age and over and have three years' experience. The committee also incorporated the provision that upon examination under Department of Commerce rules as to eyesight, hearing and physical condition, men found competent after one year of sea service shall be rated as able seamen with the understanding that this number of men must not be less than a fourth of the number of seamen required.

Drastic regulations are laid down for the protection of life at sea. On this point the report says: "The bill provides that at no moment of its voyage shall a passenger steam vessel of the United States on ocean routes have on board a number of passengers greater than that for whom accommodations are furnished in life boats and life rafts provided less than 75 per cent. of the accommodations in life boats. The remainder of the accommodations to be furnished in life rafts, and the regulation of the inspector may be either in life boats of class one or class two or in pontoon rafts of an approved type. The bill provides that vessels on ocean routes less than 125 miles off shore shall have accommodations for not less than 50 per cent. of the total number of passengers on board of which not less than 25 per cent. shall be in lifeboats or life rafts. The bill further provides that passenger steam vessels, the keels of which are laid after July 1, 1915, for service on ocean routes and on Great Lakes more than three miles off shore shall carry lifeboats and life rafts for all passengers on board not less than 75 per cent. of the equipment to be in lifeboats.

The lifeboat provisions of the bill are substantially those contained in the convention of 1913, which was adopted at London, June 20 last. Discussing the wreck of the Titanic the committee says: "While it has been urged with great force by the shipping interests that the repeal of the laws and treaties providing for the arrest and imprisonment of deserting seamen will lead to serious disorder and inconvenience, all the arguments for and against it have been weighed and the committee is of opinion that such laws and treaties should be repealed."

ALLAN LINE STEAMERS.

Tunisian, from Liverpool for Quebec and Montreal, arrived at Montreal 9:30 p.m. June 20th. Corsican, from Glasgow, for Quebec and Montreal, arrived Quebec 4:55 a.m. June 22nd, and is due Montreal 9 p.m. June 25th.

Hesperian, from Montreal and Quebec, for Glasgow, passed Cape Ray 11 p.m. June 21st. Scotian, from Montreal and Quebec, for Havre and London, passed Father Point 11:10 p.m. June 21st.

Calgarian, from Quebec, for Liverpool, passed Cape Race 9:30 a.m. June 21st. Scandinavian, from Montreal and Quebec, for Glasgow, arrived at Glasgow 10 p.m. June 21st. Grampian, from Glasgow, for Quebec and Montreal, sailed from Moville 9 a.m. June 21st.

RAILWAY EARNINGS

Baltimore and Ohio gross decrease \$1,381,243, net decrease \$768,236. Eleven months gross decrease \$2,959,567, net decrease \$1,641,355. Havana Electric second week June, decrease \$1,878. From Jan. 1 decrease \$4,738. Lehigh Valley, May gross decrease \$278,797, net increase \$126,831. Eleven months gross decrease \$8,187,953, net decrease \$2,254,932. Sea, Board Line, 2nd week June \$462,213, increase \$3,103. From July 1, \$24,332,815, increase \$776,786.

LATEST NEWS OF THE SHIPPING WORLD

TUESDAY, JUNE 23, 1914.

Almanac. Sun rises, 3:59 a.m. Sun sets, 7:51 p.m. First quarter, June 18th. Full moon, June 23rd. Last quarter, June 15th. New moon, June 23rd.

TIDE TABLE. Quebec. High water 5:44 a.m., 6:21 p.m. Rise, 15.7 feet on June 22. Highest tide on June 27—Rise 16.3 feet.

Weather Forecast.

Lower Lakes and Georgian Bay—Moderate to fresh winds; mostly south and west. Thunderstorms in many localities, but mostly fair and quite warm. Ottawa Valley and Upper St. Lawrence—Mostly fair and warm, but thunderstorms in many localities, chiefly at night.

Lower St. Lawrence—Fine and warm to-day, followed by some local thunderstorms.

Gulf and Maritime—Light to moderate winds; fine and warm. Superior—Moderate to fresh southerly to westerly winds; a few local showers or thunderstorms, but generally fair and warm.

Manitoba—Some showers and local thunderstorms, but partly fair and warm. Saskatchewan—Some showers, but partly fair, with a little lower temperature.

PORT OF MONTREAL.

Arrivals. Manxman, 3,122, Dominion Line, from Bristol, general cargo. Arrived June 22nd. James Thom, Agent. Wittekind, 3,607, Rotterdam, Canada Line, Arrived June 22nd. James Thom, Agent. General cargo.

Corsican, 7,229, Allan Line, from Glasgow, passengers and general cargo. Arrived June 22nd. H. & A. Allan, Agents. Ascania, 5,689, Cunard Line, London and Southampton, passengers and cargo. Arrived June 22nd. T. R. Reford Co., Agents. Arrived June 22nd.

Ness, 1,913, from St. John's, Nfld., to load grain for Europe. Arrived June 22nd. Sahara, from Demerara with sugar cargo. Robert Reford Co., Agents. Arrived June 23rd.

Warrior, from St. Lucia. To load grain. Arrived June 23rd. Montcalm, C.P.R. From London and Antwerp. Arrived June 23rd. C.P.R. Agents. Satornia, Donaldson Line, from Glasgow, passengers and general cargo. Arrived June 23rd. Robert Reford Co., Agents. Budapest, from Buenos Aires to load grain. Arrived a.m. June 23rd. T. R. McCarthy, Agent.

Departures. Alfred Nobel, for Avonmouth, with bulk cargo of grain. Sailed June 22nd. Lake Manitoba, C.P.R. For Liverpool with passengers and cargo. Sailed 3:30 a.m. June 23rd. C.P.R. Agents. T. R. Reford Co., Liverpool. Sailed a.m. June 23rd. Allan Line, Agents.

VESSELS IN PORT.

Manxman, Dominion Line, Bristol, to sail June 27th. James Thom, Agent. Wittekind, Canada Line, Rotterdam, to sail June 26th. James Thom, Agent. Corsican, Allan Line, Glasgow, to sail June 26th. James Thom, Agent. Ascania, Cunard Line, Southampton, to sail June 27th. T. R. Reford Co., Agents. Touraine, French Line, Havre, to sail June 27th. James Thom, Agent. Satornia, Donaldson Line, Glasgow, to sail June 27th. T. R. Reford Co., Agents. Montcalm, C.P.R. London-Antwerp, to sail June 27th. C. P. R. Agents. Ness, to load grain for Europe. T. R. McCarthy, Agent. Sahara, from Demerara, Robert Reford Co., Agents. Budapest, to load grain for Europe. T. R. McCarthy, Agent. Virginian, C. P. R. Liverpool, to sail June 25th. C. P. R. Agents. Teutonic, White Star, Liverpool, to sail June 25th. T. R. McCarthy, Agent. Othello, Wilson Line, to load grain, Furness Withy, Agents.

Pillar de Larrinaga, Larrinaga Line, to load grain, Robert Reford Co., Agents. British Transport, to load grain, Furness Withy Co., Agents. Devonia, Thomson Line, Leith, to sail June 23rd. Robt. Reford Co., Agents. Montfort, C. P. R. London and Antwerp. C. P. R. Agents. Manchester Commerce, Manchester, to sail June 27th. Furness Withy, Agents. Dalton Hill, Hull, Furness Line, to sail June 24th. Furness Withy, Agents. Calgarian, Baradoes, Robt. Reford Co., Agents. Bertrand, T. R. McCarthy, Laurier, Pier. Nuceria, T. R. McCarthy, Windmill, Pier. Kwara, Elder Dempster Co., Laurier, Pier.

Due in Port To-night. Cairnrott, from Middlesboro, Innishowen Head from Belfast.

Marine Items.

There are no fewer than twenty-four ocean vessels in the port to-day, which will take freighters, coal, oil, and oilers, is probably the greatest amount of tonnage for the season. Four of the ocean steamers are tramps chartered for grain loading.

The Collingham, from Buenos Aires for Montreal to load grain left Sydney, C.B., yesterday. The Tyskland, from Demerara for Montreal, also left Sydney yesterday.

CHRONIC OF SAILINGS TO EUROPE.

From Different Ports. Compiled by Hon. & Rivet, travel specialists, 9 St. Lawrence Boulevard, Montreal. June Name of Vessel. From. For. 23—Virginian, Montreal, Liverpool 24—Lata, Montreal, Montreal, Liverpool 24—Kaiser Wm. der Grosse, Montreal, N.Y. 24—Friedrich der Grosse, N.Y., Liverpool 24—Prinz Oskar, Philadelphia, Hamburg 25—Pennsylvania, N.Y., Hamburg 25—Celtic, N.Y., Liverpool 26—Union, N.Y., Rotterdam 26—Philadelphia, N.Y., Southampton 27—Teutonic, Montreal, Liverpool 27—Corsican, Montreal, Glasgow 27—Satornia, Montreal, Glasgow 27—Prinz Friedrich Wilhelm, London, N.Y. 27—Imperator, N.Y., Hamburg 27—Lata, Montreal, Montreal, Liverpool 28—Corinthian, Montreal, London 30—Royal George, Montreal, Bristol 30—Kaiser Wilhelm II, N.Y., Bremen 30—Holland, N.Y., Southampton 30—Casaria, N.Y., Rotterdam 30—Casaria, N.Y., Genoa

Cap Ray, at 7 a.m. to-day. She is coming to Montreal to load a grain cargo of 48,000 quarters, for Avonmouth—the largest grain cargo of the season.

SIGNAL SERVICE BULLETIN.

(Issued by Authority of the Department of Marine and Fisheries.) Montreal, Noon, June 22nd, 1914. L'Islet, 40—Out, 8:50 a.m. a coal steamer. Cape Salmon, 81—In, 8:50 a.m., Glenesk, 9:50 a.m., Wacoosta, 10:10 a.m., Glendene. Riviers Du Lomp, 92—Clear, west. Father Point, 157—In, 2:50 a.m., Kendall Castle, Out, 9:16 a.m., Gladstone. Little Metis, 176—Clear, light west. Malane, Royal George, calm, Out, 3:10 a.m., C. G. S. Montcalm. Cape Chatte, 234—Clear, variable. Cape Magdalen, 294—In, 8:40 a.m., a two-masted schooner. Cape Rosier, 349—Clear, variable. Out, 7 a.m., a steam barge. Cape Despair, 377—Cloudy, light southwest. Point Escuminac, 462—Clear, variable. Seven Islands—Clear, light south. Saronic at wharf. Beornie—Clear, light west. Grindstone—Cloudy, light west. Point Tupper—Clear, light north-east.

Anticosti—

West Point, 322—Clear, light south. Ellis Bay—Clear, light south. Honiava and John Sharples at wharf. Money Point, 537—Clear, light west. Out, 5:30 p.m., yesterday, Maskinonge, In, 8 p.m., Cottingham. Cape Ray, 553—Clear, light west. In, 8:45 a.m., Royal George, calm, Out, 5 a.m., Kronprinz Olav, 5 p.m., yesterday, Stickestad, 9 p.m., Maskinonge, Out, 5:30 p.m., yesterday, 11 p.m., Sandfjord and Hochalga. Sydney—In 10 a.m., yesterday, Tyskland. Cape Race, 826—Clear, variable. No ice in sight. Point Amour, 673—Cloudy, variable, 6 bergs. Halifax—Arrived yesterday at 12 a.m., Kewell. Quebec to Montreal. Longue Point, 5—Smoky, southwest. In 11 a.m., Spray and tow, 10:50 a.m., Satornia, 11:40 a.m., Budapest, Out, 11 a.m., Three Rivers. Vercheres, 19—Raining, southwest. Sorel, 39—Cloudy, south. Three Rivers, 77—Clear, southwest. In, 10:25 a.m., Elmire, 9:20 a.m., Cairnrott, 11:40 a.m., Innishowen Head. Gattican, 88—Cloudy, southwest. St. Jean, 94—Cloudy, northeast. Grandines, 98—Smoky, west. Portneuf, 108—Smoky, northeast. Out, 10:40 a.m., Wabana, 12:10 p.m., Lake Manitoba, 12:10 p.m., St. Nicholas, 127—Cloudy, east. Out noon, Tunisian. La Pointe St. Charles, 132—Cloudy, east. Out, noon, Alfred Nord. Quebec, 139—Cloudy, east. Out, 11:15 a.m., Alden. West of Montreal. Lock No. 2—Left, out, 11:45 a.m., Waccamaw. Lachine, 8—Cloudy, calm. Eastward, 8:40 a.m., John Lambert, 9:20 a.m., Gaudy. Point D'Alouise, 295—Dense fog. Eastward, 7 a.m., Advance and 'ompton, 8 a.m., Sarnor, 10 p.m., yesterday, Renvoyle, 9 p.m., Gladys.

CANADA LINE.

Wittekind from Rotterdam, arrived at Montreal, June 22nd. Samland, left Rotterdam for Montreal, June 22nd. VESSELS BOUND FOR MONTREAL. S.S. Budapest—Buenos Ayres, May 15 Ironfield—Pensacola, May 27 Fortleopold—Naples, June 3 Fontaine, Antwerp, June 5 Corraza, Baradoes, June 6 Sowwell—Antwerp, June 6 Tyskland—Demerara, June 6 Manchester, June 6 Cairnrott, Middlesboro, June 6 Southampton—Marseilles, June 8 Varrrior—St. Lucia, June 9 Innishowen Head, Belfast, June 10 Tuthenia, Liverpool, June 11 Montcalm, London, Y., Southampton, June 12 'Promona, Middlesboro, June 12 Manchester Spin-her, Manchester, June 13 'Restington Court, Marseilles, June 14 Iacona, Hull, June 15 'Orinthian, London, June 16 'Lata, New York, June 17 'Cadania, Antigua, June 17 Bermuda—Norfolk, June 17 Royal George, Bristol, June 17 Queen Wilhelmina—Glasgow, June 17 'Boston, New York, June 18 'Chiltern Range—London, June 18 'airgun Head—Dublin, June 19 Manchester Importers, Manchester, June 19 Knight of the Garter, Cardiff, June 20 Mesgrit Liverpool, June 20 Westport, Glasgow, June 20 Manchester Shipper, M'ater, June 20 Grampian, Glasgow, June 20

THE CHARTER MARKET

The steamer market was quiet in all departments and only a limited amount of business was done in chartering. There is moderate demand for boats in several of the transatlantic trades, particularly for grain and coal carriers. From West India charters there is only a limited inquiry, and in all-tonnage and South American trades freights are scarce. Rates continue steady to firm for both prompt and forward loading and tonnage is not being urged upon the market at any concessions from recent terms. Prompt boats are in ample supply, but for August and later loading the offerings are limited at the rates quoted. The salt tonnage market continues slow and nothing of interest developed. Orders of all kinds are scarce with plenty of vessels available.

Charterers. Lumber—British steamer Rose Lea, 1,817 tons, from the Gulf to the United Kingdom of Continent with timber, p.t.; Norwegian bark Bonnikott, 1,222 tons, from St. John, N.B., to the United Kingdom with deals, p.t., prompt; schooner Bayard Hopkins, 212 tons, from Baltimore via Jacksonville to the Isle of Pines, p.t.; schooner Bertha L. Downes, 608 tons, from Jacksonville to New York or Sound, 35 days, p.t.; Coal—Schooper J. R. Du Eignon, 463 tons, from Newport News to Savannah, p.t.; schooner Henry S. Little, 884 tons, from Philadelphia to Boston, p.t.; schooner Francis M. 1,096 tons, from Philadelphia to Portland, p.t.; schooner Emma F. Angel, 819 tons, from Philadelphia to Cuba, p.t.

Miscellaneous—Swedish steamer Uper, 1,518 tons, West India trade, one round trip, basis about 3s. 4d., prompt; British steamer Venetia, 2,333 tons, from Philadelphia to Boston, p.t.; Lewis K. Thurlow, 2,432 tons, from Cuba to north of Havana with sugar, p.t., prompt; steamer Peter H. Crowell, 2,429 tons, same; schooner Bertha L. Downes, 606 tons, hence to Jacksonville with cement, 21c.

Liver—Lon—Glasgow—pool, doh. 50. Grain, per bush 1 1/2d. 50. 24.

BERLIN A SEA PORT

Kaiser Opens New Hohenzollern Canal Joining Oder and Spree. Berlin, June 23.—The Kaiser has opened the Hohenzollern Canal, which joins the rivers Oder and Spree and brings Berlin into water communication with Stettin and the Baltic Sea, a distance of more than 150 miles. The completion of this canal, the history of which dates back to 1669, marks an epoch in the development of German waterways that radiate in every direction.

This work has done more than anything else to solve the problem of cheap transportation in Germany. Vessels whose tonnage does not exceed 600 tons are now able to come to Berlin from the Baltic Sea and bring freight which hitherto has been sent by railroads from Stettin. A saving of more than 50 per cent. in freight rates is effected.

The Klein Journal prints a statement purporting to come from diplomatic sources to the effect that Dr. Zimmerman, the Under Foreign Secretary, will replace Count von Rex, the German Ambassador at Tokio, in the autumn. Count von Rex has failed to establish the cordial relations between Germany and Japan which were desired by the German Government. Dr. Zimmerman's object will be to lay the foundation of what may ultimately result in a Japanese-German alliance if the alliance between Great Britain and Japan should not be renewed next year, when it expires.

The Klein Journal points out that the relations between Germany and Japan have hitherto been unsatisfactory and an ally is needed in the Far East to neutralize the Russian and British dangers in the event of a world war.

Canada Pacific Railway Company, Upper Lake Steamers. Alberta, departed St. Marie, 2:30 p.m. June 22nd, down. Athabasca, departed Pt. McNicoll, 4:15 p.m. June 22nd. Lake Manitoba, from Montreal, for Liverpool, departed Montreal, 3:15 a.m. June 23rd. Montreal, from London and Antwerp, for Montreal, arrived Montreal 6:45 a.m. June 23rd.

White Star Line. Oceanic, from New York, arrived Plymouth, 7 a.m. June 20th.

Cunard Line. Ausonia, from Montreal, for Southampton and London, arrived Plymouth 8 a.m. to-day.

Canada Steamship Lines, Limited. Location of Steamers at 6 p.m. Canadian—Up Port Huron 2:20 p.m. to-day for Washburn. Acadian—Left Duluth 2 p.m. for Montreal. Hamiltonian—Due down Port Colborne this afternoon. Calgarian—Left Hamilton noon to-day, westbound. Fordonia—Left Kingston noon to-day for Belleville. D. A. Gordon—Fort William, loading. Glenelagh—Due Windsor late to-night. Dundas—Montreal, discharging. Dunelm—Up 8:30 a.m. to-day. Strathcona—Left Montreal 8 a.m. direct to head of the lakes. Donnacona—Up Port Huron 9 a.m. to-day. Doric—Belleville, loading. C. A. Jaques—Due Kingston, east-bound for Quebec. Midland—Quebec—Fort Arthur, discharging. Sarnian—Fort William, loading. Goes Cleveland, (Left 4:30 p.m.) H. M. Palfitt—Down Port Huron 2 p.m. for Montreal. J. H. Plummer—Welland Canal, westbound for Port Colborne. Bickerville—Left Montreal 8 p.m. 21st, for Toronto. Rosedale—Washburn, discharging. Neepawa—Montreal, discharging. Wabouneh—Washburn, discharging. Beaverton—Montreal, discharging. Tagona—Due up Port Huron this afternoon. Kenora—Due Port William to-night. Aralun—St. Lawrence River, east-bound for Montreal.

Railways

CANADIAN PACIFIC MAIL AND PASSENGER SPECIAL. Leaves Windsor Street, 10 a.m. Arrives Toronto, June 24th. Connecting with H.M.S. Virginian. Train will run direct to ship's side.

Colonization Excursion to New Ontario. PORTLAND, OLD ORCHARD, KENNEBUNK. Now in Effect. Lv. Windsor St. 9 a.m. In Effect June 28th. Lv. Windsor St. 9 a.m. 9:05 p.m. Through Parlor and Sleeping Cars.

TICKET OFFICES: 141-143 St. James Street, Windsor, Phone 1211. 1212 St. James Street, Windsor, Phone 1212. 1213 St. James Street, Windsor, Phone 1213.

GRAND TRUNK RAILWAY SYSTEM THE "INTERNATIONAL LIMITED"

Canada's Finest and Fastest Train. Leaves Montreal 9 a.m., arrives Toronto 4:30 p.m., Detroit 9:55 p.m., Chicago 8 a.m. daily.

NIGHT EXPRESS. Leaves Montreal 10:30 p.m., arrives Toronto 7:30 a.m., Detroit 1:53 p.m., Chicago 9:30 p.m. daily.

THE LAKE AND RAIL ROUTE TO WESTERN CANADA. From Toronto, 11:15 a.m., Mondays, Wednesdays, and Saturdays, via Grand Trunk to Sarnia, Northern Navigation Co. to Port Williams, and Grand Trunk Pacific to points in Western Canada.

TIME TABLE CHANGES. A change of time will be made June 28th. Time Tables containing full particulars and all information may be had on application to Agents.

CITY TICKET OFFICES: 122 St. James St. Cor. St. Francois Xavier—Phone Main 696. Windsor Hotel—"Downtown 1187. Bonaventure Sta.—"Main 629.

CANADIAN PACIFIC MONTREAL TORONTO DETROIT CHICAGO

New Fast Express Service. Twenty-three hours of solid comfort—Compartments—Buffet—Library—Observation Car—Standard and Tourist Sleepers—Dining Car—on "The Canadian" via Canadian Pacific, Windsor, and Michigan Central.

The Canadian No. 21. Lv. MONTREAL 6:45 a.m. 12:00 p.m. 6:30 p.m. Ar. TORONTO 5:40 p.m. 7:35 a.m. Ar. WINDSOR 12:30 a.m. 2:00 p.m. Ar. DETROIT 11:35 p.m. 1:30 p.m. Ar. CHICAGO 7:45 a.m. 3:00 p.m.

TICKET OFFICES: 141-143 St. James Street, Main 616. Place Viger and Windsor Street Station.

Steamships

DONALDSON LINE Glasgow Passenger and Freight Service. From Glasgow, From Montreal June 13, Satornia, July 27 June 19, Athenia, July 4 June 27, Letitia, July 11

Passenger Rates—One class, cabin (11) \$47.50 upwards. Third-class, east and westbound, \$21.25.

THE ROBERT REFORD CO., Limited. General Agents, 39 Hospital Street, Stearns Branch, 483 St. James Street, Uptown Agency, 530 St. Catherine W.

CUNARD LINE

Canadian Service. From Southampton, General, June 17 June 11, Andania, July 25 July 9, Andania, Aug. 6 July 19, Andania, Aug. 28

General Agents, 3