

"BOATS FOR ALL" ILLUSORY MOTTO

Shipping Illustrated Comments on Provision in View of Empress Disaster

PRaises Press Attitude

Calinness of Editorial Comment Most Creditable as Compared With Criticism Following Titanic Disaster—International Convention.

The sinking by collision of the "Empress of Ireland" shows how illusory is the provision of "boats for all" when it is not coupled with adequate precautions for preserving the buoyancy of the ship herself long enough to launch the boats. It seems hardly possible for a ship like the "Empress of Ireland" should sink in less than fifteen minutes, yet the appalling fact is that the people below decks at the time of the collision, never had a chance to escape. We can only imagine the terror that must have been within the men and women on board when they felt the huge structure settling down into her watery grave.

It would be idle to attempt drawing conclusions at this juncture from this disaster, as the inquiry about to open will elucidate all the facts. But surely it is time to demand that pilot rules be revised so that it will no longer be possible for ships carrying thousands of human beings to run the risk of being sunk by cargo vessels. It may be that the inquiry will show that neither side was at fault, and then things will drift back to their present chaotic state, with the ever-present possibility of the recurrence of such a disaster. Just what lesson there is for the naval architect in this calamity will be made plain when the plans of this ship are gone into by the Court of Inquiry. However, it is obvious no ships are likely to be built with standing beam run into by moving bodies of some 15,000 tons in weight. The lesson to be drawn, if any, seems to be wholly on the side of devising better methods of navigation so that ships going over the same course in contrary directions will not be exposed to the danger of collision. At the same time, the general tone of the lay press in its comments on this terrible accident is deserving of congratulatory reflections and a genuine desire for getting at the facts. It is regrettable that our legislators did not meet their duty on the subject of this collision after the tone of the press, as some of them would have spiced themselves the ridicule which their published statements have brought upon them. As to the remarks made in various quarters that had the International Safety Convention adopted at the London Conference been in effect, the disaster would have been averted, it is in order to point out that the Convention has not the force of law anywhere. It only provides for a line of action along which to pattern legislation and its provisions as to watertight subdivision only relate to ships to be built in future, but not to ships actually in service. After the Convention has been ratified, it will be the duty of the signatory powers to enact legislation in conformity therewith, but we fear that the effects of the London Conference on the safety of navigation will be about as telling as the work of the Hague Conference on the peace of the world.—Shipping Illustrated.

BRITISH MAILS. British and foreign mails will close this week at the Montreal Post office, as follows:— Saturday, June 13, 7.30 a. m. for Great Britain, Ireland and Europe via Scandinavian, leaving Quebec June 13. Saturday, 12.30 a. m. ditto, supplementary. Letters for registration should be posted half an hour before the closing of the mail. Parcels are forwarded by every Canadian steamer.

ALAN ROYAL LINE LARGEST STEAMERS FROM CANADA

Table listing ship names, routes, and departure dates for the Alan Royal Line, including destinations like Liverpool, Glasgow, Havre, and London.

THREE SAILINGS WEEKLY MONTREAL AND QUEBEC TO LIVERPOOL, GLASGOW, HAVRE & LONDON. For Reservations, Tickets, Etc., Apply Local Agencies or H. & A. ALLAN, 205 St. James St., Montreal.

PACIFIC SHIPPING NOTES

(Vancouver Special Correspondence.) The Pacific Coast Steamship Co. renewed insurance of their fleet at the same rates as last year, with slight reductions in values of vessels. The rate for 1914 on the S.S. Dehli has however, been reduced from 15 1/4 per cent to 9 per cent. On the understanding that she will not engage in the Alaska trade. During the past year the underwriters paid total losses on the Curacao in June, and the State of California in August, of this fleet, and an increase in rate was expected by several shipping men on the coast. Under the name of the British Union Oil Co., the fleet of eleven steamers and two barges owned by the United Steamship Co. and the Union Steamship Co., has been renewed on the London market at the same rates as previously. Values are the same as last year, with the addition of a new \$600,000 steamer to the policy. With the exception of the S.S. Whittier, which is allowed one round voyage to the Alaskan ports, the fleet is warranted not to trade to Alaska ports. The British Union Oil Co. is now controlled by English capital, under the chairmanship of Earl Grey. The steamer Mills, formerly owned by the Ogden Mills, is to be added to the fleet after necessary alteration at New York. The steamers are all oil tankers.

The Osaka Line report that they will inaugurate a new ten-day service between the Orient and Victoria and Puget Sound ports. Two new 6,000 ton liners now in course of construction at Kobe and Nagasaki will be added to the present fleet of steamers, enabling the company to maintain a faster service and make a stronger bid for the fast freight trade across the Pacific. Both vessels will have about 11,000 tons stowage capacity, and total passenger accommodation about 500. Speed will be about 12 knots, which will mean about 12 days, about the same time as the Via Funchal line take. The new vessels are expected to leave the slips about February, and will sail about July or August next year.

The Norwegian steamer Tricolor under time charter to W. H. Grace and Co., left Tacoma on June 1 for Port Blakely, to complete for Sydney. She sailed 1,500,000 feet of lumber at Tacoma, and will take on a further 600,000 feet at Blakely. Captain Morton, master of the Victoria registered steamer Robert D. is of the opinion that there is every prospect of his ship being the first to pass through the Panama Canal in the western service. The vessel is now loading lumber at Genoa for Toronto, this being part of the large order for the Toronto Harbor wharf, and will be at the beginning of July, when it is expected the canal will be about ready for operation.

The steamer Santa Maria, purchased by a local company for operation on the coast, arrived June 11 from England, on her voyage out from England, reporting a lengthy and troublous voyage. She sailed from London on February 14, and went ashore in the Straits of Magellan during a storm. She floated off and was spewed at Punta Arenas. At Corral the crew refused to put to sea, claiming that she was too heavily laden with coal, but after much trouble were induced to continue. She is due to Vancouver about June 7th.

TWO WERE DROWNED. Charlottetown, P.E.I., June 11—Word was received here of a drowning accident at Miramichi Harbor. The victim was John White, aged 20. He and his sister were thrown out of their gasolin boat by a large wave, while proceeding to the fishing grounds to over-haul their lobster traps. The young man was unable to swim, and his sister made a desperate struggle to swim with him to the half-filled boat which kept drifting away. Before they could reach it another huge wave separated the two and the son sank from view. The father, after a desperate effort, succeeded in reaching the boat and managed to cling on till rescued by other fishermen. Alex. Stewart, another Murray Harbor man, who conducts a lobster factory at Pictou Island, while going out in a dory to a gasolin which had sunk, was drowned by his dory capsizing in the surf. Two other men who were with him managed to get to shore alive.

SHIPPING AND TRANSPORTATION NEWS

THURSDAY, JUNE 11th, 1914.

Almanac. Sun rises, 5:53 a.m. Sun sets, 7:46 p.m. Moon, May 24th. First quarter, June 1st. Full moon, June 8th. Last quarter, June 15th. TIDE TABLE. Quebec. High water, 7:26 a.m., 8:33 p.m. Rise, 17.3 feet, am, 15.2 p.m. Weather Forecast. Lower Lakes and Georgian Bay—Moderate winds; fine and warm; local showers late at night. Ottawa Valley and Upper St. Lawrence—Fair and warm. Lower St. Lawrence and Gulf—Fresh westerly winds; fair and warm. Maritime—Westerly winds; fine and fair. Superior—Moderate winds; fair. Manitoba, Saskatchewan and Alberta—Fair and moderately warm.

PORT OF MONTREAL. Arrivals. Tyrolia, C. P. R., from Liverpool with passengers and cargo. Arrived 10.30 a.m. June 11th. Canadian Pacific Steamship Lines agents. Coasting Arrivals. Morweena, Black Diamond Line, St. John's, Nfld. and Sydney, June 11th. P. R. agents. No Ocean Departures.

Vessels in Port. Tyrolia, C. P. R., from Liverpool, C. P. R. agents. Montreal, C. P. R., London and Antwerp, to sail June 17th. C. P. R. agents. Englishman, Dominion Line, Avonmouth, to sail June 13th. Jas. Thom. agents. Scandinavian, Allan Line, Glasgow, to sail June 13th. H. & A. Allan, agents. Letitia, Donaldson Line, Glasgow, to sail June 13th. R. Reford Co., agents. Ausonia, Cunard Line, Southampton, to sail June 13th. R. Reford Co., agents. Ausonia, Cunard Line, Southampton, to sail June 13th. R. Reford Co., agents. Wacdonah—Montreal loading, for Washburn. Beaver—Montreal, discharging. Bickerdike—Left Montreal 5 p.m. 9th. Tagona—Left Port Dalhousie 8 a.m. for Montreal. Kenora—Montreal discharging. Arrived Montreal 6 p.m. 9th.

Bulk Freighters. W. G. Morden—Due Port Arthur last night. Emperor—Up Port Huron 8 a.m. Mid. Prince—Down Port Huron 8 a.m. for Port Colborne. King—Port Colborne discharging. Martain—Port William discharging; soos drydock. Emp. Ft. Wm.—Left Fort William 5.40 p.m. 9th, for Goderich. Emp. Midland—Leaves Fort William tonight. Winona—Down Soo, 2.40 a.m. for Fairport. Stadacona—Arrived Chicago early this morning. Belvidere—Port McNichol noon today for Port William. Court—Port William, discharging. Cape—800 loading rails. McKinnis—St. Lawrence river east-bound for Anticosti. Pevoye—St. Lawrence river east-bound for Anticosti. Mapleton—Montreal discharging. Haddington—Left Montreal 10 p.m. 9th. Cadillac—Montreal discharging. Natronco—Left Port Colborne 11 a.m. for Montreal. Belleville 6 p.m. 9th. City Hamilton—Left Toronto 5 p.m. 9th. City Ottawa—Left Montreal 5 p.m. 9th.

WHITE STAR-DOMINION LINE. Megantic, 330 miles east of Cape Race 6.15 p.m. 9th. Oceanic docked New York noon June 10th. Laurentic, 348 miles N.E. Cape Race at 2.20 a.m. E.S.T. Thursday. Due Quebec midnight Saturday; Montreal Sunday evening. Manxman, from Avonmouth 8 p.m. June 10th.

MANCHESTER LINE. S.S. Manchester, inventor from Montreal arrived at Manchester on June 10th, 2 a.m.

CANADA LINE. Wittekind sailed from Rotterdam 2 p.m. June 8th, for Montreal. Wittekind, from Rotterdam, June 8th with 14 cabin passengers and 593 third class.

SIGNAL SERVICE BULLETIN. (Issued by Authority of the Department of Marine and Fisheries.) Montreal, June 11th, 1914.

Table of ship arrivals and departures from Montreal, listing ship names, companies, and destinations.

Quebec to Montreal. Long Point, 5—Clear, calm. In 4.45 a.m. Tyrolia, 11.30 a.m. Glenmavin, Vercheres, 19—Clear, northwest. Out 11.20 a.m. Norhilda. Sorel, 29—Clear, west. Three Rivers, 71—Clear, northwest. Left up 10.20 a.m. Virginia and tow. 11.00 a.m. Spray and tow. In 11.25 a.m. Kamouraska. Baticum, 88—Clear, strong north-west. In 11.05 a.m. Sicilian, 11.20 a.m. Storm King and tow. St. Jean, 94—Clear, strong west. Cronin, 98—Clear, strong west. Portneuf, 108—Clear, west. St. Nicholas, 127—Clear, west. Bridge Station, 143—Clear, west. Quebec, 159—Clear, west.

West of Montreal. Lachine, 8—Clear, west. Eastward 11.15 a.m. Belleville. CANADA STEAMSHIP LINES. Location of Steamers at 6.15 p.m. Canadian—Due Montreal. Acadian—Leaves Hamilton midnight for Canal. Hamiltonian—Due up Port Colborne this p.m. direct. Calgarian—Due Port Arthur this afternoon. D. A. Gordon—Belleville loading, comes Toronto. Hamiltonian—Due Soo 2.50 p.m. for Montreal. Dundee—Up Soo, 1 p.m. Dunelm—Due Montreal to-night. Forthlister—Left Fort William 10 p.m. 9th. Donnacona—Montreal discharging. Dorci—Arrived Port Arthur late last night. D. A. Jacques—Leaves Cleveland 9 p.m. for River. Mid. Ocean—Left Lachine 6 a.m. A. E. Ames—Left Fort William 10 p.m. 9th. H. M. Pellatt—Montreal discharging. J. H. Plummer—Due Port Arthur this morning. Letitia—Left Montreal 11 a.m., for Washburn. Neepawa—Discharging, Port Arthur. Wacdonah—Montreal loading, for Washburn. Beaver—Montreal, discharging. Bickerdike—Left Montreal 5 p.m. 9th. Tagona—Left Port Dalhousie 8 a.m. for Montreal. Kenora—Montreal discharging. Arrived Montreal 6 p.m. 9th.

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THE CHARTER MARKET

Three More Grain Boats Fixed for Montreal Loading.—Heavy Grain Export From the West Still Continues.

New York, June 10th.—An increased business was reported in steamer chartering, the activity being confined to the grain trade, for which four boats were closed, all but one of which were for June loading at Montreal. Additional boats are wanted for similar business, and there is also a limited inquiry in a few other of the transatlantic trades. Freight rates for all other commodities continue light, and only a limited business was done in chartering. Rates show little or no change, and the supply of vessels is fully equal to the limited requirements of charterers.

GRAIN—British steamer Kenilworth, 18,000 quarters, from Montreal to a few picked ports United Kingdom or Continent, is 10 1/2d; prompt; British steamer Pillar de Larrinaga, 28,000 quarters, from Montreal to Avonmouth or Rotterdam, is 10 1/2d, with options; June; British steamer Warrington, 25,000 quarters, from Montreal to one or two ports Mediterranean, 2s 6d to 2s 10 1/2d, June-July; British steamer (Ropner boat), 20,000 quarters, from Montreal to Havre or Dunkirk, 2s 4 1/2d, option; June, 2s 6d, August. Lumber—British steamer Portchar, 1,947 tons, from the Gulf to Rotterdam and east coast United Kingdom with timber, 70s, one, 72s 6d if two ports, July; Norwegian bark, Socotra, 1,597 tons, from Bridgewater, N.S., to Baltimore, 48s, option, Rosario, 99, June-July; Norwegian bark, H. Blake, 484 tons, from Ingramport to New York, p. t.; schooner Anne Lord, 340 tons, from Walton, N.S., to New York.

Coal—British steamer Ullida, 1,888 tons; prompt; British steamer Fornebo, 2,499 tons, St. Lawrence coal trade, about 10 1/2d, p. t., from Montreal to Philadelphia to Nassau, p. t.; schooner M. D. Cressley, 1,884 tons, from Baltimore to New York, p. t.; schooner Agutagsa, 1,111 tons, from Baltimore to Mayport, p. t.

TOWAY CANAL GATE

Montreal Collier Does Serious Damage in Welland Canal. St. Catharines, Ont., June 11.—A serious accident, with very unusual features occurred on the Welland Canal yesterday afternoon, and will tie up traffic for at least two or three hours. The steamer Pueblo of the Canada Cement Co. of Montreal, bound down with coal carried away six lock gates. She had carried about 150 tons of coal, and the lock tenders were getting ready to close the head gates. Captain McMann discovered that the boat had too much headway to avoid touching the foot gates and the signal he gave the engineer, instead of reversing the heavily laden craft at full speed, sent her ahead faster than thought on steam, and as to admit the foot gates and push them out. As the steamer plunged into the level below the head gates, the two head gates of lock number eight, below, out of commission. These latter gates were being opened in readiness for the Pueblo, when the flood overflowed. The overflow tore great holes in the outside and inundated neighboring land for some distance. The head gates of lock number nine are fitted with the Crown safety device, but the lower gates, with which the boat collided, are not so equipped. The Government repair crew started for the scene of the wreck at once. It is expected the gates will be replaced and navigation resumed to-night.

News of Railroads

TO GRANT FURLONGHS. The directors of the Pennsylvania Railroad have taken formal action providing for the retention in the service of any employee of the company for such a time as he may be engaged in State or National military or naval service in response to a call to arms in an event of war or other emergency. This applies whether such employee is a member of the National Guard or not. The rule has been that a furlough from active service could not be granted for a period longer than six months. At the time of the Spanish-American War, employees who left the service of the company to engage in military or naval service sacrificed their positions, although following the war every effort was made to find places for the men who had left on that account. Under the new rule, employees shall be granted a furlough during the time they may be engaged in such military or naval service. Credit for the time absent will be given in computing pension allowances of employees so furloughed.

COUNTING CHICKENS. The railroads of the United States have invested more than \$1,500,000 in printing new freight schedules in anticipation of a favorable decision by the Interstate Commerce Commission in the 5 per cent freight rate case. Thousands of gallons of these schedules are now standing in the shops of the Dunlap Printing Co. in Philadelphia, having been prepared for roads whose headquarters are in that city. The explanation is that the matter was set for the filing of tariffs which the Commission suspended, and the type has been kept standing for future use in case no change is required by the decision. That any of the roads have information as to what the decision will be is emphatically denied. If it is adverse to the petition of the carriers, the printing investment will be a total loss.

GRAIN ON ERIE R. R. During the month of April the Erie carried more than one-fifth of the export grain handled through the port of New York, which is more than any other of the roads secured. Philadelphia grain men are much disturbed because so much of the wheat has been exported from New York since the beginning of the year, and want an adjustment of rates. They also insist that the local situation be corrected by the railroads and their auxiliary elevator companies, making different charges to cover different services, and at the same time establishing, as the lowest charge on export grain handled through that port, that which is the lowest available at New York.

FEWER FATALITIES.

In the first quarter of this year 262 persons were killed and 2,480 injured on the steam railroads of Pennsylvania, a decrease of 13 in fatalities and two in injuries from the same period of a year ago. On street railways 29 were killed and 725 injured. Of those who met death on steam roads 98 were employees and 146 trespassers.

FRENCH LINE.

La Touraine, from Montreal, arrived Havre 8 p.m. June 9th.

CUNARD LINE.

Mauretania, expected to dock New York 8 a.m. Friday. ATLANTIC STEAMERS. Tyrolia from Liverpool for Montreal, arrived Montreal 10.45 a.m. June 11th.

KINLOSS ON EMPRESS.

Joseph Kinloss, aged 29, of Charlottetown, was among those who perished on the Empress of Ireland. He was a fireman on the steamer and word of his death was only received last night.

Canadian Pacific Railway

NEW FAST EXPRESS SERVICE Montreal - Toronto - Detroit - Chicago

Twenty-three hours of solid comfort. Compartment-Buffer-Library-Observation Standard and Tourist Sleepers. Dining Cars on "The Canadian" via Canadian Pacific, Windsor and Michigan Central.

Table of train schedules for Westbound and Eastbound routes, listing train numbers, times, and destinations.

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

SUN LIFE OF CANADA LEADS THE EMPIRE!

Outside of Companies issuing Industrial Policies, the Sun Life of Canada does the largest life assurance business in the British Empire. The Sun Life of Canada leads all Canadian Life Companies in Assets, Business in Force, New Business, Net Surplus and in all other respects in which companies are usually compared.

SUN LIFE ASSURANCE OF CANADA ROBERTSON MACAULAY, President T. B. MACAULAY, Man. Director MONTREAL

Real Estate

Considerable improvement in building is going on in Notre Dame Grace and district, also in certain divisions of Westmount, especially the subdivision "Rockfield" between Sherbrooke street and Avenue A. The largest permit that district was taken out by the subdivision of a property owned by Coranation Building, this for the erection of 17 two-story flats on Beaconsfield street, each of two flats, costing in the total \$20,000.

O. and P. Gourde, 1171 St. A street, took out a permit for the erection of four houses on Clifton street, Cathedral No. 171-7-8, Notre Dame Grace, at a cost of \$32,000.

Laforce, 375 Notre Dame Grace Avenue, was granted a permit for the erection of four houses Melrose avenue, Notre Dame de Gracé, costing together \$12,000.

Leduc and Daoust, 78 Addison avenue, are erect buildings containing 12 dwellings on Prud'homme avenue at a total cost of \$12,000.

THE NEW 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 9.25 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., Grand Trunk, and Grand Trunk Pacific to points in Western Canada.

SETTLERS' EXCURSIONS TO COAST BRITISH COLUMBIA and other points on T. & N. O. Ry. Going June 10; returning until June 20.

122 St. James St. cor. St. Francois Xavier—Phone Main 605

STRAINSHIP THE ATLANTIC ROYALS MONTREAL-BRISTOL ROYAL EDWARD ROYAL GEORGE

Excellent Accommodation and Cuisine ORCHESTRA and Full Particulars For Passage Rates and Full Particulars Consult

CANADIAN NORTHERN STEAMSHIPS, LIMITED, 225 St. James St. Main 6570, or any of our Steamship Agents.

DONALDSON LINE

Glasgow Passenger and Freight Service. From Glasgow, From Montreal May 30, Letitia, June 13th June 6, Cassania, June 20 June 13, Saturnia, June 13th

Passenger Rates—One class cabin (11) \$47.50 upwards. Third class, east and westbound, \$31.25.

THE ROBERT REFORD CO. Limited.

General Agents, 20 Hospital Street, Storage Branch, 488 St. James Street, Uptown Agency, 530 St. Catherine W.

CUNARD LINE

Canadian Service. From Southampton, From Montreal May 28, Ausonia, June 13 June 4, Andania, June 29 June 11, Ascania, June 27

Steamers call Plymouth Eastbound. Rates, Cabin (11), \$46.25, 3rd class British East bound, \$39.25 up. West-bound, \$39 up.

ELECTRIC TRAINS AND STEEL CARS ENTIRELY

Transportation Men Commence to Predict the End of Steam Roads. Atlantic City, June 11.—Steel cars, with a carrying capacity of 100,000 pounds—just double the load regarded as the maximum a few years ago—and a 24-driver locomotive which will do the work of three or four ordinary engines on a mountain grade, are the latest products of American engineering science.

Furthermore, the time is near when every important city in the country will be entered by electrically-operated trains, as a concession to public protests against the smoke nuisance. Railroads will be compelled to equip their lines with steel cars, because of the appalling loss of life due to wooden cars.

These were declarations made today by hard-headed railroad men assembled here for the joint annual convention of the American Master Car Builders' Association, the American Master Mechanics' Association, and the Railway Supply Manufacturers' Association.

TO SPEND \$1,000,000. Official statement has been made of the intention of the Seaboard Air Line, under authority granted by the directors, to spend \$1,000,000 for new equipment.

DORVAL RACE TRACK. In connection with above four trains will leave Windsor Station daily at 1.10 p.m., 1.30 p.m., 1.50 p.m. and 2.15 p.m. for the Track, returning after last race. Tickets: Single 15c; round trip 25c; on sale at Windsor Office, Dominion Express Building, Windsor Hotel and Windsor Street Station.

FRED W. G. JOHNSON INSURANCE AND REAL ESTATE 2111 Boulevard de Trade Building Tel. Main 7622