

CUNARD LINE

Canadian Service
LONDON TO HALIFAX
 (Via Plymouth)
HALIFAX TO LONDON
 (Calling Falmouth to land Passengers)
 For particulars of sailings and rates apply to Local Agents or to The Robert Reford Co., Limited, General Agents, 20 Hospital Street, and 23-25 St. Sacramento Street, Montreal.

ANCHOR-DONALDSON LINE

WESTBOUND
 (Glasgow via Halifax N.S. to Portland, Me.)
 — also —
 (Glasgow to St. John N.B. direct Eastbound.)
PORTLAND TO GLASGOW DIRECT
HALIFAX TO GLASGOW DIRECT
 As to rates and sailings
 For information apply to local Agents or The Robert Reford Co., Limited, General Agents, 20 Hospital Street and 23-25 St. Sacramento St., Montreal.

RAILROAD RETURNS SATISFACTORY.

The aggregate returns of the three chief Canadian railroads amounted to \$4,135,915 an increase of 25.3 per cent greater than for the same period in 1916.

C. N. R. returns showed the largest percentage increase, being up 37.6. C. P. R. figures were 29.7 per cent, better, while Grand Trunk's returns were up 19.7 per cent. A comparison is shown in the following table:

Road.	1917.	Increase.	P.C.
C.N.R.	646,000	176,800	37.6
C.P.R.	\$2,417,000	\$554,000	29.7
G.T.R.	1,072,915	106,614	19.7
Totals	\$4,135,915	\$837,414	25.3

TRENT CANAL TO OPEN.

The Railway and Canals Department, at Ottawa, announces that the finishing touches will be put on the eastern section of the Trent Canal during the next three or four months, and the waterway from Lake Simcoe to Trenton on the Bay of Quinte will be opened for through traffic early next summer. The Severn River end of the project, giving outlet to Georgian Bay, will not be completed until after the war.

Practically all that remains to be done on the Trenton end of the canal is to complete a few locks and the bridge over the Grand Trunk Railway at Campbellford.

CANADIAN NORTHERN RAILWAY IMPORTANT CHANGE OF TIME

Canadian Northern Railway announce the following important cancellations and changes in times of trains to and from Montreal effective Sunday, January 14th, 1917.

LEAVING MONTREAL.

Train No. 2—for L'Epiphanie, Rawdon, Joliette, Shawinigan Falls, Grand Mere, Hervey Jct., Riviere a Pierre Jct., Quebec and intermediate stations will leave 9.30 A.M. daily except Sunday as at present. **BUFFET PARLOR CAR CANCELLED.**

NOTE—There will be no through connection with this train for La Tuque as connecting train between Riviere a Pierre Jct. and La Tuque will be cancelled.

Train No. 4—for L'Epiphanie, Rawdon, Joliette, Shawinigan Falls, Grand Mere, Garneau Jct. and intermediate stations will leave 5.00 P.M. Tuesdays, Thursdays and Saturdays only instead of daily except Sunday as at present. On Saturdays only train will run through to Riviere a Pierre Jct. connecting with train for Roberval, Chicoutimi and intermediate stations.

Train No. 10—for Joliette and intermediate stations will leave 9.30 A.M. Sundays only will be cancelled. Last trip Sunday, January 7th, 1917.

Train No. 28-7—for Joliette, St. Jerome, Hawkesbury, Ottawa and intermediate stations leaving 3.30 daily except Sunday will be cancelled. Last trip Saturday, January 13th, 1917.

Train No. 6-21—New Service. Leaving 5.00 P.M. Mondays, Wednesdays and Fridays only for L'Epiphanie, Joliette, Montfort Jct., St. Jerome, Montfort, Huberdeau and intermediate stations.

ARRIVING MONTREAL.

Train No. 1—from Quebec, Riviere a Pierre Jct., Grand Mere, Shawinigan Falls, Joliette, Rawdon, L'Epiphanie, and intermediate stations will arrive 4.30 P.M. instead of 5.30 P.M. daily except Sunday as at present. **BUFFET PARLOR CAR CANCELLED.**

NOTE—There will be no through connection with this train from La Tuque as connecting train between La Tuque and Riviere a Pierre will be cancelled.

Train No. 3—from Garneau Jct., Grand Mere, Shawinigan Falls, Joliette, Rawdon, L'Epiphanie and intermediate stations will arrive 11.10 A.M. Mondays, Wednesdays and Fridays only instead of daily except Sunday as at present. On Mondays only this train will run from Riviere a Pierre Jct., making connection with train from Chicoutimi, Roberval and intermediate stations.

Train No. 5—from Joliette and intermediate stations arriving 8.15 A.M. daily except Sunday will be cancelled. Last train Saturday, January 13th, 1917.

Train No. 9—from Joliette and intermediate stations arriving 8.45 P.M. Sundays only will be cancelled. Last trip Sunday, January 7th, 1917.

Train No. 27—from Ottawa, Hawkesbury, St. Jerome, Joliette and intermediate stations arriving 2.30 P.M. daily except Sunday will be cancelled. Last trip Saturday, January 13th, 1917.

Train No. 22-5—New Service. Arriving 11.10 A.M. Tuesdays, Thursdays and Saturdays only from Huberdeau, St. Jerome, Joliette and intermediate stations.

MONTFORT BRANCH.

Northbound:

Connection at Montfort Jct. with Canadian Pacific train leaving Montreal (Place Viger Station) 4.00 P.M. daily except Sunday will be cancelled. (Last Saturday, January 13th, 1917) and commencing Monday, January 15th connection will be made by Canadian Pacific Train leaving Montreal (Place Viger Station) at 5.20 P.M. Mondays, Wednesdays and Fridays only with Canadian Northern train No. 6-21 leaving Montfort Jct. 7.50 P.M. arriving Huberdeau 10.25 P.M.

Southbound:

Connection at Montfort Jct. with Canadian Pacific train arriving Montreal (Place Viger Station) 9.20 A.M. will be made Tuesdays, Thursdays and Saturdays only instead of daily except Sunday and Mondays as at present. Canadian Northern train No. 22-5 will leave Huberdeau 5.15 A.M. Tuesdays, Thursdays and Saturdays only arriving Montfort Jct. 7.50 A.M.

Connection at Montfort Jct. with Canadian Pacific train arriving Montreal (Place Viger Station) 10.15 P.M. Sundays only will be cancelled. Last trip Sunday, January 7th, 1917.

For further particulars apply City Ticket Office, 230 St. James St., or Depot Ticket Office, St. Catherine St. East, Montreal.

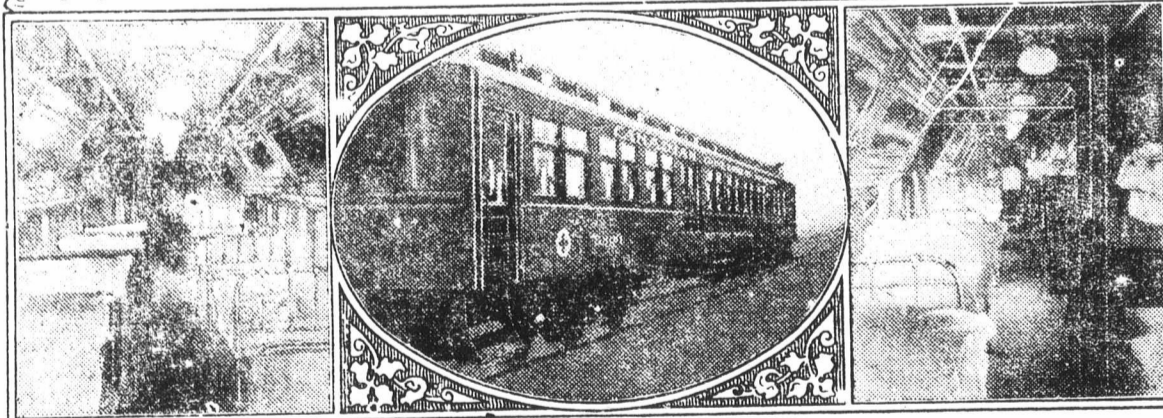
HOSPITAL CARS.

The C. P. R. has transformed six sleeping cars into ambulance cars for the use of the Military Hospitals Commission. This will make a total of sixteen hospital cars in the Commission's service. The Canadian Pacific cars will be used between Winnipeg and the Pacific Coast while the Government cars will run between the Atlantic ports of call and Winnipeg, although through trains will also be run if necessary. The Canadian Pacific Railway cars, like the Government ones, will be in pairs, one car containing eight cots, kitchen and accommodation for medical officer and nurses, while the other will be fully occupied by sixteen cots.

C. N. R. CONTRACTS.

The contracts for the erection of the two Montreal terminals have been given by the C. N. R. to the Norcross Brothers Company, of Montreal, and to Mr. Angus Sinclair, formerly of New Brunswick. In the first place, the Norcross Brothers Company, have been awarded the contract for the construction of the station at the corner of Lagauchetiere and St. Monique streets, to be used first as a temporary station, and subsequently as an express office when the main depot is completed later on. The same firm will also do the excavation work for the building in question, which will be of steel and concrete, measuring about one hundred feet square. Then the more extensive contract for excavating the site for the main station and tracks, which will embrace the removal of 280,000 cubic yards, has been given to Mr. Angus Sinclair.

A HOSPITAL ON WHEELS



From the Moncton shops of the Canadian Government Railways there has recently been released the first hospital car in Canada to be used for the transport of our returning wounded soldiers. One of the easy-riding sleeping cars has been converted into a hospital on wheels. The seats on one side of the car, ordinarily used as lower berths, and the men's smoking compartment have been removed and five regulation hospital cots installed. The beds, braced so as to be perfectly rigid, afford better opportunities for the more skilful handling of the patient than the ordinary sleeping car berths and are of such a height as to permit the occupant to have a view of the country through which he is passing without any unnecessary exertion.

Other and important features are the double doors in the centre of the car opening inward, thus permitting stretcher cases to be carefully attended to. Lockers for the storing of medical supplies have been built. There is also a small buffet where hot water can be readily provided and equipped for the serving of light meals; in fact, all the requirements seem to have been anticipated, even to the curtains at the central doors so that when open they may act as a screen to draft and view of the beds nearby.

From the outside the purpose of the car is made apparent, the name "Military Hospital" has been painted in prominent letters and this is augmented by the insignia of the "Red Cross" on each end of the car. This

is the first of a series which the Government Railways have been called upon to provide. Another car to be used in conjunction will be an "all-bed" car. All the seats will be removed, and as the end doors will be widened, so as to permit easy entrance or exit of stretcher cases, the central doors will not be necessary, thus providing room for more beds. Each car will have a nurse and an orderly and one doctor will be in attendance to ever, five cars. The work has been undertaken at the request of the Military Hospitals' Commission, who are extending their activities by providing for treatment and accommodation in Canada of a large number of Canadian wounded men in the Old Country hospitals.