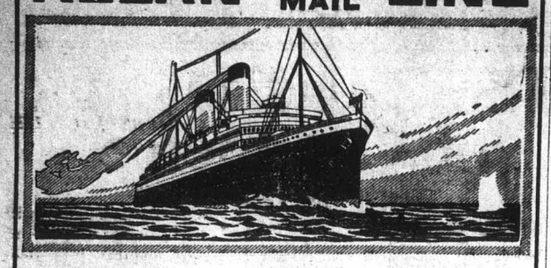
ALLAN ROYAL MAIL LINE



Largest Steamers
St. Lawrence Route

First Sailings from Quebec:

Calgarian, Thurs., May 21st
Alsatian, Thurs., June 4th

Rates of Passage:

First $95, Second $55, Third $33.75

Free Rail Tickets Montreal to Quebec

For further information, apply Local Agents—Thos. Cook & Son, 530 St. Catherine St. West; W. H. Clancy, 122 St. James St.; W. H. Henry, 286 St. James St.; Hone & Rivet, 9 St. Lawrence Blvd., or—

H. & A. ALLAN 2 St. Peter Street 675 St. Catherine W. MONTREAL

First Session of Road Congress

First Canadian and International Meeting Starts with High Patronage

ROADS IN QUEBEC

Premier Gouin Tells of What the Province Has Done and What it is Planning to do in the Future.

Under the patronage of Sir Francois Langelier, the Lieut.-Governor of the Province, and Sir Lomer Gouin, the Premier of Quebec, the first Canadian and International Good Roads Congress was opened yesterday in the Arena.

The patronage of these distinguished men was more than a mere formality, however, for both showed a lively interest in the plans of the meeting and a personal appreciation of the work already done in the matter of highway improvement in this part of the country.

The welcome usually extended by the official representatives of Dominion, Province and City on such occasions were not omitted, but nearly all the speakers plunged at once into reminiscent talk of roads they had known in Quebec in days gone by, and what wonders were being wrought in such districts as had been converted by the missionary zeal of good road advocates. Hon. Louis Coderre also brought assurances from Ottawa that the Federal Government would again make a grant for good roads and that they had every hope that existing disagreements would be smoothed out so that the grant could be accepted.

The Lieutenant-Governor gave happy descriptions of the roads that existed when he was a boy in the fertile region where he was born, where the blue clay was often fifty feet thick, where land had yielded forty to sixty bushels of wheat for eighteen years without sign of impoverishment, but where in the rainy season the churches and the schools were almost closed because of the impassable nature of the roads.

Sir Lomer Gouin spoke of the ambition of the province to have roads second to none in the Dominion, saying that Quebec had made more progress than any other province. They had spent seven or eight millions of dollars, appointed a Minister of Roads, and they were only at the beginning. The Laprairia road would show what they had done, and enterprises were under way to complete roads as good from Levis to Jackman in Maine, Sherbrooke to Derby Line on the border between the United States and Canada, and from Chambly to Rouse's Point and in other sections as well.

Hon. Louis Coderre, coming in late after attending the funeral of Mr. Wainwright, brought a message of encouragement from Premier Borden. He said that they had every hope that differences between the Federal and Provincial Governments would be smoothed out, that the Federal Government would make a grant, and that the Provincial Government would accept it.

Hon. J. A. Tessier, minister of roads in the Gouin cabinet, and Hon. Honore Mercier, also gave a heary welcome to the delegates, expressing their entire personal sympathy with the objects for which it had been convoked, while Ald. Leslie Boyd, on behalf of Mayor Martin and the City of Montreal, expressed the pleasure that it gave him to stand in the city in welcoming the delegates in the name of Montreal.

Then commenced the real business of the Roads Congress, and the first address was by Mr. W. A. McLean, commissioner of the department of Public Works, of Ontario, on "Highway Legislation." After a preliminary address in French Mr. McLean developed as principles of highway legislation that could have general application that the city should help pay for public highways, that municipal self-administration should be encouraged, and that the central administration should come in at certain points to help.

Dr. E. M. Desaulniers, M.L.A. for Chambly, on account of the lateness of the hour, gave the preface of his address on "Road Legislation of the Province of Quebec as compared with other provinces."

Mr. A. N. Johnson, chief state highway engineer, Springfield, Ill., also cut short an interesting address for the same reason. His chief contention was that the very first necessity in road construction was to make a plan of the work that is to be done over a wide area, so that in the future years whatever work was done, they would be working on a recognized system which, when completed, would be twice as valuable from its very unity.

The sessions are continuing.

MARINE ITEMS

The tramp steamer Brand which arrived in from Barbadoes with a molasses cargo for the St. Lawrence Sugar Refinery, leaves today in ballast for Port Hastings, C.B.

The turret steamer Millpool left for Hamburg with a bulk cargo of grain this morning.

Owing to the presence of forest fire smoke over the river, inward and outward bound steamers have had to proceed carefully. The haze extends as far down as St. Jean Deschaillons. The Manxman, Fremona, and Millpool anchored at Sorel this morning.

The two Government dredges Nos. 14 and 15, said to be the largest in the world, arrived at Sorel from the Collingwood Shipyards at 9 a.m .today. Both are bucket dredges of the latest and most modern type and compare on a par with those constructed in Paisley and Renfrew, Scotland.

The Elder Dempster liner Monarch, which is due to load from Montreal for South Africa shortly, is at present in Sydney loading a part cargo of rails. The Karamea is also loading rails for Australia and is due here to load the balance of her cargo for Australia and New Zealand within the next few days.

The most striking feature of the dinner given to Mr. W. G. Ross, Chairman of the Montreal Harbor Commission, at the Savoy Hotel while he was in London, was the testimony paid to the energy and ability which is being shown in perfecting the ship canal of the St. Lawrence and the port arrangements of the city of Montreal. Many of the experts present to do honor to Mr. Ross and Mr. F. W. Cowie had visited Montreal at the time the Institute of Civil Engineers held its annual convention in Canada, and were able to contrast the present development of Canada's principal port with its comparative lack of facilities a quarter of a century ago.

STEAMERS DUE AT NEW YORK TO-DAY, MAY 19TH.

Bremen, Bremen	May	9
Batavia, Hamburg	May	6
Balakani, Manchester	May	4
Aidan, Para	May	7
Santa Cecilia, San Francisco	May	3
Gunther, Barbados	May	11
San Juan, San Juan	May	14
Bayamo, Havana	May	15
Calamares, Port Limon	May	13
Neuces, Tampa	May	14
C Montgomery, Savannah	May	16
Mohawk, Jacksonville	May	16

BALLIN NOT SUPREME

Little Credence Placed In Report of German Shipping Combine.

(Special Staff Correspondence.)

London, May 19.—No credence is placed over here in the reported combination of the North German Lloyd and the Hamburg Amerika Lines. Should it come, Herr Ballin, as the head of a corporation controlling 899 ships with a united tonnage of 2,117,319, would be, to all intents and purposes, the dictator of the world's shipping. What has actually happened is this. All the companies which are parties to the agreement which came to an end on January 1st, have agreed to be "good" until the first week in August, when the Shipping Conference meets again in London. The Norddeutscher-Lloyd are abandoning the Australian service upon the expiry of the contract in September, as the subsidy has proved insufficient to neutralise British competition. With regard to the Eastern trade, the German chances of ousting the well-established lines are remote, while as far as the Atlantic passenger trade is concerned, the British companies occupy a solid position and are prepared to adopt requisite measures for their own protection.

Situation In R.R. Financing

Investment Market on Upgrade But Carriers not Yet Experiencing Benefits

SYSTEM UNPOPULAR

Long Term Security Issues Not Liked. Companies Have Had to Resort to Short Term Notes.

Although it is maintained by bond interests that the investment situation is on the upgrade, apparently the railroads have not as yet experienced any very market benefits therefrom. This is demonstrated by the recent large offerings of short-term notes, notwithstanding the desire to meet maturities and provide for future requirements through the medium of long-term securities. The Baltimore and Ohio, after carefully considering the matter, decided to put out another issue of short-term notes in place of those maturing and at the same time provide sufficient funds to reimburse its treasury for outlays during the past few months and take care of this year's requirements. Other companies with poorer credit than is enjoyed by the Baltimore and Ohio have also been compelled to resort to the sale of notes.

Owing to the easy money market which has existed for some time it has been predicted that companies having financing to accomplish would experience little difficulty in disposing of long-term bonds. This prediction, however, so far, has not been realized by the railroads as a whole. There is a phase of the situation in this connection which should be touched upon in discussing railroad affairs. The railroads have suffered considerable impairment of credit as a result of the unfavorable developments in connection with affairs and operations of some of our most prominent systems during the past year. One has but to recall the unfortunate positions of the 'Frisco, the Rock Island, the Missouri Pacific and the New Haven to find cause for the present skepticism on the part of investors toward railroad securities.

This not only applies to our home markets but abroad. As large amounts of securities of many of these companies were held abroad at the time some of them became financially embarrassed, the ardor of European investors in railroad stocks has become more or less dampened. Short-term issues on the other side, however, are always popular the same as in our home markets.

Important banking and railroad interests believe that in the near future the Interstate Commerce Commission will render its decision in the freight rate case and that it will be favorable to the carriers. It has been intimated from time to time that the decision of this important body would be made public about June 1. The belief prevails now, however, that it will be forthcoming before that time.

It is pointed out that the acknowledgement of Mr. Brandeis that the railroads are in need of additional revenues is an acknowledgment on the part of the commission's counsel that the carriers are entitled to what they are asking for. The belief also is entertained by careful students of the situation that Mr. Brandeis' recommendations to the commission will have an important bearing on the decision in the rate matter.

Railroad men who have given study to the rate question are in accord with many of the recommendations and suggestions made by Mr. Brandeis and, so long as the roads are placed in a position to secure additional revenues, are not particular whether they come from the sources suggested by Mr. Brandeis or whether a flat increase in rates is granted. Some are inclined to differ with Mr. Brandeis as regards some of his suggestions and do not believe that they can be put into practical use, but would gladly welcome them if their employment can be made practical.

In other words, the railroads will welcome anything in the form of increased revenues that the Interstate Commerce Commission may see fit to grant. In this connection predictions are made that the granting of an increase in freight rates will not only give the railroads additional revenues, but will bring about improvement in other lines of commerce. Once the increase is granted it is expected car buying will be resumed on a more extensive scale than has been the case for more than a year. During the 12 months ended May 15 last, only about 61,000 freight cars were purchased by the railroads as against a normal average of more than 200,000 per year. Therefore, it is apparent that the carriers have not ordered enough equipment to care for ordinary replacements.

The car building companies have been hard-hit as a result and few of them are making expenses at the present time. An increase in rates would not only bring new business for the car building concerns but would furnish additional freight for the railroads, give employment to a large number of men who are now idle and benefit the general situation in many ways. On the other hand the credit of the railroads would also be strengthened, as it would be recognized by investors that the railroads are to be permitted to receive consideration when there is substantial evidence of need for that which they ask.—(Financial America.)

CANADA'S TRADE WITH BERMUDA.

With a view to the development of the tourist and general trade of Bermuda, an agreement, which was carried by a large majority in the House of Assembly, has been concluded with the Canada Steamship Lines, Ltd., whose vessels already run between the Dominion and the colony. The company is to build two new 10,000-ton boats for the New York route, and, in return, will receive a subsidy of $80,000 annually for each of them for ten years. Moreover, the company has decided to grant a rebate of 10 per cent. at least in the transport charges on certain goods imported, and will convey the outward mails free. The Colony is also served by the Royal Mail Steam Packet Co., from New York, while calls are made there by its steamers, which run between Canada and the West Indies.

SHIPPING NEWS

TUESDAY, MAY 19TH, 1914.

Almanac.

Sun rises, 4.14 a.m.
Sun sets, 7.24 p.m.
New Moon, May 24th.
First quarter, June 1st.
Full Moon, June 8th.
Last quarter, June 15th.

TIDE TABLE.

Quebec.

High water, 2.05 a.m., 2.33 p.m.
Low water, 8.39 a.m., 9.13 p.m.
Rise, 13.7 feet a.m., 13.9 feet p.m.

Next High Tides, June 8th.

Weather Forecasts.

Lower Lakes and Georgian Bay — Light to moderate winds; fair and warm.

Ottawa Valley, Upper and Lower St. Lawrence —Westerly winds; fine and warm

Gulf —Fresh southwest and west winds; mostly fair and warm.

Superior—Moderate to fresh southerly winds, fair and warm; showers at night in western portion.

VESSELS BOUND FOR MONTREAL.

Name.	From.	Left.
Bertrand,	Caletabuena	Apr. 26
Boldwell,	Antwerp	Apr. 26
Pennine Range,	Hull	Apr. 26
Nordstjernen	Demerara	Apr. 27
Karamea,	London	Apr. 29
Monarch,	Liverpool	Apr. 29
Manchester Inventor,	Manchester	May 4
Crown of Aragon,	West Indies	May 4
Lake Michigan,	Antwerp	May 6
Welbeck Hall,	Rio Janeiro	May 6
Bray Head		May 7
Carthusian,	Newport	May 7
Crown of Castile,	Barbadoes	May 7
Corinthian,	Havre	May 8
Cairndon,	Middlesboro	May 8
Coningsby,	Antwerp	May 9
Hurona,	Hull	May 9
Hesperian,	Glasgow	May 9
Manchester Importer	Manchester	May 9
Kenilworth,	Hull	May 10
Samland,	Rotterdam	May 11
Alaunia,	London	May 13
Virginian,	Liverpool	May 13
Montreal,	Antwerp	May 13
Turcoman,	Avonmouth	May 13
Bengore Head,	Madeira	May 14
Wentworth,	Marseilles	May 14
Teutonic,	Liverpool	May 16
La Touraine,	Havre	May 16
Hannover,	Rotterdam	May 18

CANADIAN PACIFIC RAILWAY COMPANY.

Upper Lake Steamers.

Athabasca, upbound, departed Port McNicoll, 7.05 p.m., 18th May.

Atlantic Steamers.

Montfort, from Montreal for London ,arrived London, 8 a.m., May 18th.

Lake Manitoba, from Liverpool and Belfast, for Quebec and Montreal, arrived Montreal 9.45 a.m., May 19th.

THIS IS THE ONLY EVENING DAILY WHICH GIVES UP-TO-THE-MINUTE SHIPPING INFORMATION.

Donaldson Line.

Athenia, from Montreal, arrived at Glasgow 9 a.m., to-day.

Cunard Line.

Ausonia, from Montreal, arrived at Plymouth, 11 a.m. to-day.

Franconia was reported 287 miles west of Fastnet, Ireland, at 1 a.m. to-day.

PORT OF MONTREAL.

Departures.

Royal Edward, Wooten, Royal Line. For Bristol, passengers and general cargo. Sailed at 6 a.m. May 19th. Royal Line, Agents.

Manxman, Christie, White Star-Dominion. For Bristol, general cargo. Sailed at 4.45 a.m. May 19th. James Thom, Agent.

Millpool, Thomas. For Hamburg with grain. Sailed at daybreak, May 19th. T. R. McCarthy, Agent.

Fremona, Melling, Thomson Line. For Leith with general cargo. Sailed at daybreak, May 19th. Robert Reford Co., Agents.

Arrivals.

Crown of Aragon, Hirsche, Direct Line. From West Indies with sugar for Canada Sugar Refinery. Robert Reford Co., Agents. Arrived May 18th.

Lake Manitoba, Evans, C. P. R. From Liverpool via Belfast, passengers and general cargo. Arrived 9.15 a.m. May 19th. C. P. R. Agents.

Ascania, Melsom, Cunard Line. From London and Southampton, passengers and general cargo. Arrived 10.30 p.m. May 18th. Robert Reford Co., Agents.

Cairngowan, Thomson Line. In from Three Rivers discharging part cargo. Arrived 9 a.m. May 19th. Robert Reford Co., Agents.

Vessels in Port.

Crown of Aragon, Hirschell, Direct Line. Discharging sugar from West Indies at Canada Sugar Refinery, Windmill Point. Robert Reford Co., Agents.

Lake Manitoba, Evans, C. P. R. From Liverpool via Belfast. C. P. R. Agents. To sail May 23rd.

Ascania, Melsom, Cunard Line. From London and Southampton. To sail May 23rd. Robert Reford Co., Agents.

Cairngowan, Thomson Line. In from Three Rivers. Robert Reford Co., Agents.

Laurentic, Jones, White Star-Dominion Line, from Liverpool. To sail May 23rd. JamesT hom, Agent.

Norhilda, Donald SS. Co., from San Domingo. Discharging sugar at Windmill Point for Canada Sugar Refinery. McLean Kenedy Co., Agents.

Glendene, Corner, from Sabine, Texas, with sulphur. Dicharging at Windmill Point, Furness, Withy Co., Agents.

Bronwen, Williams. To load grain for Europe at Windmill Point. T. R. McCarthy, Agent.

Brand, Bollestoll, from Barbadoes with molasses. Discharging for St. Lawrence Sugar Refinery at Laurier Pier. T. R. McCarthy, Agent.

Innishowen Head, Head Line, from Dublin with general cargo. McLean, Kennedy Co., Agents.

Thyra Menier, Donald S.S. Co. from San Domingo, with sugar. Redpath Refinery.

Carrigan Head, Eyers, Head Line. loading for Dublin. McLean, Kennedy & Co., agents.

Crown of Cordova, Direct Line, from West Indies. Discharging sugar at Windmill Point. Robt. Reford Co., agents.

Mount Royal, Griffiths, C. P. R., London and Antwerp, C. P. R., Agents.

Querida, Donald SS. Co., from San Domingo. Discharging sugar at Canada Sugar Refinery, Windmill Point. McLean, Kennedy Co., Agents.

Ariel, loading grain for Europe. Furness, Withy Co., Windmill Point.

Chiltern Range, Furness Line, from Philadelphia light to load for Hull Furness, Withy Co.

White Star-Dominion.

Canada Line.

Megantic at Liverpool 8 a.m. May 18.

Pallanza at Father Point 2.40 a.m. due Quebec 5 p.m. May 18.

Minnetonka due at New York, will dock noon May 18.

Allan Line Steamers.

Scandinavian, from Montreal and Quebec, for Glasgow, passed Cape Ray 6.40 a.m. May 18th.

Scotian, from Montreal and Quebec, for Havre and London, sailed hence 3.40 a.m. May 17th, and passed Father Point 12.15 a.m. May 18th.

Hesperian, from Glasgow, for Quebec and Montreal, passed Father Point 3.10 p.m. May 18th.

Tunisian ,from Montreal and Quebec, for Liverpool, arrived Liverpool Bar 2 p.m. May 18th.

Virginian, from Liverpool, for Quebec and Montreal, was reported 280 miles southeast Cape Race 4.30 a.m. May 18th.

Corinthian, from London and Havre, for Quebec and Montreal, passed Cape Race 2 a.m. May 18th.

Grampian, from Montreal and Quebec, for Glasgow, arrived at Glasgow 9 a.m. May 18th.

Pretorian, from Glasgow, for Boston, sailed from Glasgow, via Moville, p.m. May 15th.

Numidian, from Boston, for Glasgow, was reported 246 mile southeast Cape Race 8 p.m. May 16th.

Corsican, from Glasgow, for Quebec and Montreal, sailed from Greenock 7 p.m. May 16th.

Canada Steamship Lines, Limited.

Location of steamers at 5.30 p.m., May 18th, 1914:—

Canadian—Down Kingston 4.30 a.m. for Montreal.

Acadian—Left Port Colborne noon to-day for Montreal.

Hamiltonian—Left Port Colborne 3.30 p.m. to-day.

Calgarian—Leaves Montreal to-night.

Fordonian—Cleveland, loading.

D. A. Gordon—St. Lawrence River, eastbound for Montreal.

Glenellah—Left Dalhousie 11.30 a.m. for Montreal.

Dundee—Due Fort William.

Dunelm—Left Dalhousie 2 a.m. today for Montreal.

Strathcona—Passed Kingston 3 p.m. for Toronto.

Donnaconna—Left Montreal 3 p.m. 17th, westbound.

Doric—Windsor, loading.

C. A. Jaques—Due Port Colborne 7 p.m. to-night.

Mid. Queen—Left Port Dalhousie 5 a.m. to-day, westbound.

Sarnian—Due Fort William to-night.

A. E. Ames—Due Toronto 9 p.m. to-night, eastbound.

H. M. Pellatt—Leaves Montreal tomorrow a.m.

J. H. Plummer—Montreal.

Rosedale—Passed Kingston noon today, westbound.

Nepawah—Leaves Fort William today.

Wahcondah—Arrived Fort William 5 p.m. 17th.

Bickerdike—Arrived Toronto 5 p.m. 17th.

Beaverton—Should leave Montreal today.

Tagona—Due Fort William to-night.

Kenora—Due passed Kingston, westbound.

Arabian—Montreal.

Bulk Freighters.

W. G. Morden—Up Port Huron 11.30 a.m. to-day.

Emperor—Port Colborne, leaves tomorrow for Erie.

Mid. Prince—Down Port Huron 11 p.m. 17th for Port Colborne.

Mid. King—Fort William.

Emp. Fort William—Leaves Fort William to-night for Goderich.

Emp. Midland—Left Deport Harbor 3 p.m. 17th for Fort William.

Martian—Arrived Port Colborne 7 p.m. 17th.

Winona—Arrived Port Colborne 5 p.m. 17th.

Stadacona—Due down Port Huron for Toledo.

Scottish Hero—Arrived Goderich 5 p.m. 17th.

Court—Up Soo 5 a.m. to-day.

Cape—Leaves Toledo to-day for Fort William.

Crown—Left Kingston 3.30 p.m. for Oswego.

A. E. McKinstry—Passed Kingston 1.45 p.m. to-day.

Renvoyle—Passed Kingston 1.45 p.m. to-day.

Mapleton—Left Montreal 2 p.m. 16th for Port Colborne.

Saskatoon—Arrived Port Colborne noon to-day.

Haddington—Arrived Montreal 3 p.m. to-day.

Cadillac—Left Port Colborne noon to-day for Erie.

Natironco—Due passed Kingston for Port Colborne.

SIGNAL SERVICE BULLETIN.

(Issued by Authority of the Department of Marine and Fisheries.)

Montreal, May 19th, 1914.
9.30 a.m.

Grosse Isle, 26.—In 5.00 a.m. 52 miles east Cassandra.

Crane Island, 32.—Smoky, southwest. In 7.50 a.m. Hesperian.

L'Islet, 40.—Smoky, strong west.

Father Point, 157.—In 3.40 p.m. yesterday Nord Jebnen.

Little Metis, 176.—Foggy, calm.

Matane, 200.—Smoky, southwest. In 7.10 p.m. yesterday Gladstone, 8.35 p.m. Lady of Gaspe.

Martin River, 260.—Unsettled, southwest. In 6.20 a.m. a steamer, 6.30 a.m. Stigstad. In 4.30 p.m. yesterday Corunna, 6.30 p.m. Lingan.

Cape Magdalen, 294.—In 5.00 a.m. C. G. S. Earl Grey, 5.30 a.m. Waccamaw, 7.30 p.m. yesterday Samson and Low, 7.40 p.m. LakeMichigan.

Fame Point, 325.—Smoky, calm. Out 3.30 p.m. yesterday Port Colborne.

Cape Ray, 553.—In 5.45 p.m. yesterday 60 miles east Corinthian. Out 11.00 p.m. Monmouth.

Cape Race, 826.—In 11.30 p.m. yesterday Virginian. Out 9.55 p.m. yesterday Letitia, midnight Scandinavian, 12.30 a.m. Andania and W. S. D. Canada.

Quebec to Montreal.

Longue Pointe, 5.—Smoky, west. In 7.15 a.m. Saguenay, 8.00 a.m. Cairngowan, 8.20 a.m. Lake Manitoba, 8.25 a.m. Cascapedia.

Vercheres, 19.—Clear, west. Out 8.35 a.m. Royal Edward.

Sorel, 39.—Smoky, south. Arrived down 8.40 a.m. Dredge No. 14, 8.45 a.m. Dredge No. 15, anchored down 8.30 a.m. Manxman, 8.35 a.m. Fremona, 8.50 a.m. Millpool. Out 8.15 a.m. Wagama.

Three Rivers, 71.—Smoky, west. Arrived down 4.25 a.m. Glen Davis. In 5.45 a.m. Georgetown.

Batiscan, 88.—Smoky, west.

St. Jean, 94.—Smoky, west. In 7.00 a.m. Storstad.

Grondines, 98.—Cloudy, west.

Portneuf, 108.—Cloudy, west.

St. Nicholas, 127.—Cloudy, west.

Bridge Station, 133.—Cloudy, west.

Quebec, 139.—Cloudy, west. Arrived in 2.00 a.m. Gaspe Line Canada. Left up 6.45 a.m. Pallanza. Arrived down 3.35 a.m. Quebec. Left out 8.15 a.m. Tadousac.

West of Montreal.

Lachine, 8.—Eastward 2.45 a.m. Glengoyle, 5.30 a.m. Keyvive, 6.10 a.m. Ionoma, 7.00 a.m. Acadian, 7.50 a.m. D. A. Gordon, 9.25 p.m. yesterday City of Ottawa, 11.15 p.m. Sarnor.

Cascades, 21.—Clear, west. Eastward 1.10 a.m. Dorchester, 1.55 a.m. Pueblo. Coteau Landing, 33.—Clear, west. Eastward 7.50 a.m. Samuel Marshall, 8.00 a.m. Britannic.

Cornwall, 62.—Clear, calm. Eastward 1.40 a.m. Britannic.

Port Dalhousie, 298.—Clear, southwest. Eastward 1.30 a.m. C. A. Jaques, 6.30 a.m. Acadian.

DIRECTORY OF OCEAN SAILINGS.

Date of sailing with ports of departure and arrival, compiled for the Journal of Commerce by Hone & Rivet, 9 St. Lawrence Boulevard, Montreal.

May.
19—Royal Edward, Quebec .. Bristol
19—Lusitania, New York . Liverpool
19—Kr. Pr. Cecilie, New York, P. C. & B.
20—La Provence, New York .. Havre
21—Calgarian, Quebec .. .. Liverpool
21—Cedric, New York .... Liverpool
21—Pr. Lincoln, New York . P. S. & H.
22—Lake Manitoba, Quebec Liverpool.
23—Amerika, New York . P. C. & H.
23—Rochambeau, New York .. Havre
23—Hesperian, Quebec .. .. Glasgow
23—Ascania, Quebec .. .. Liverpool
23—Cassandra, Quebec .. .. Glasgow
23—Laurentic, Quebec .. .. Liverpool
23—Oceanic, New York .. P. C. & S.
23—Lapland, New Yorkk .... Antwerp
24—Corinthian, Quebec, London, Havre
26—Virginian, Quebec .... Liverpool
26—Mauretania, New York . Liverpool
27—France, New York .. .... Havre
28—Empress of Ireland, Quebec Liverpool
28—Celtic, New York .... Liverpool
28—Bremen, New York .... P. C. & B.
30—Vaderland, New York .. Antwerp
30—Pr. Fr. Wm., New York P. C. & B.
30—Corsican, Quebec .. .. .. Glasgow
30—Alunia, Quebec .. .. .. London
30—Saturnia, Quebec .. .... Glasgow
30—Teutonic, Quebec .. .. Liverpool
30—La Touraine, Quebec .... Havre
31—Tunisian, Quebec, London, Havre

Note.—Abbreviation— P. Plymouth; C., Cherbourg; B., Bremen; S. Southampton; H., Hamburg; Wilm., Wilhelma; Big. Boulonges-sur-mere.

CANADIAN STEAM TRAWLER LAUNCHED.

The Deliverance, a steam trawler and wrecking steamer combined was launched at Bristol, N.S., May 7th, for the Southern Salvage Co., of Liverpool, N.S. The Deliverance is 118 feet long, 32 feet in breadth, and has a depth of 10 feet 6 inches. The craft is fastened and bolted with galvanized iron, has plenty of deck room for wrecking and beam trawling purposes, and is designed for salvage work. It it equipped with powerful winches, derricks, steam pumps, air compressors, anchors and cables, and a deep sea diving apparatus. The wireless will have a range of 300 miles. The trawl is known as the otter trawl, and can be operated in all depths of water. The vessel has twin screws, and the engines will develop about 600 h.p. The craft is provided with heavy hawsers, and can render assistance to any vessel in distress, or care for any derelict.

Railways

CANADIAN PACIFIC

STEAMSHIP SPECIAL,
Lv. Windsor St., 8.30 p.m., Wednesday, May 20th.

MAIL and PASSENGER SPECIAL,
Lv. Windsor St., 10 a.m., Thursday, May 21st.

Connecting with R.M.S. Calgarian. Trains will run direct to ship's side.

NEW SERVICE TO CHICAGO MAY 31

ADDITIONAL SERVICE.

Lv. Place Viger, 1.15 p.m., May 23, 30, for Shawbridge, St. Agathe and int. stations.
Lv. St. Agathe, 4.45 p.m., May 31.
Ar. Montreal, 7.35 p.m.
Lv. St. Agathe, 7.40 p.m., May 25.
Ar. Montreal 10.40 p.m.
Parlor Car on above trains.

TICKET OFFICES: 141-143 St. James Street Phone Main 8125, Windsor Hotel, Place Viger & Windsor Street Stations

GRAND TRUNK RAILWAY SYSTEM

Excursion to New York

Thursday, May 28th, 1914 .... $12.30
Tickets good to return until June 6th.

IMPROVED TRAIN SERVICE TO Boston and New York via G. T. and C. V. Leave Montreal 8.31 a.m., 9.30 p.m., daily; also 7.35 p.m., except Sunday.

CITY TICKET OFFICES: 122 St. James St. cor. St. Francois Xavier—Phone Main 6905, Windsor Hotel "Uptown 1187, Bonaventure Sta'n "Main 8229

Steamships

Canada Steamship Lines, Limited

Richelieu & Ontario Division

Quebec Line

Daily Service, except Sunday, 7.00 p.m.

Saguenay Line

Steamer leaves Quebec on Tuesdays and Saturdays at 8.00 a.m.

Toronto-Hamilton and Montreal Line

Three Sailings Weekly—Tuesdays, Fridays, and Saturdays.

Gulf Ports

NORTH AND SOUTH SHORES

Freight now being received. S.S. "Cascapedia" sails May 7th. Dock Foot of McGill St. Cartage. Phone Main 2688.

PHONE FOR RATES AND GENERAL INFORMATION

General Freight Office, Main 5562. Passenger, Main 4710.

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Excellent Accommodation and Cuisine
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226 St. James St.; M. 6570, or any Steamship Agent

DONALDSON LINE

Glasgow Passenger and Freight Service.

From Glasgow. From Montreal.
May 9—T.S.S. CASSANDRA. May 23
May 16—T.S.S. SATURNIA .. May 30
May 23—T.S.S. ATHENIA .. June 6

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

THE ROBERT REFORD CO., Limited.

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

CUNARD LINE

Canadian Service.

From Southampton. From Montreal.
May 7.....ASCANIA .. .. May 23
May 14.....ALAUNIA .. .. May 30
May 28.....AUSONIA .. .. June 13

Steamers call Plymouth Eastbound. Rates, Cabin (II.), $46.25, 3rd Class British East bound, $30.25 up. Westbound, $30 up.

THE ROBERT REFORD CO., Limited.

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

WHITE STAR-DOMINION LINE.

Manxman left Montreal 4.45 a.m. this morning.

Teutonic left Liverpool for Montreal, May 16th, with 1,150 passeners.

CANADA LINE.

Samland sailed from Rotterdam for Montreal, May 11th, with 1,687 passengers.

Hannover sailed from Rotterdam for Montreal, May 18th.

Pallanza from Hamburg, Bremen, and Rotterdam, at Quebec 8.30 p.m., May 18th. Due Montreal 8.30 p.m. tonight.