

CLAIM DAMAGES FOR LOSS OF RELATIVES ON EMPRESS

Canadian Pacific and Former Owners of Storstad Are Defendants in Suit—Liner Sunk a Year Ago.

Actions were commenced here today in the Exchequer Court (Quebec Admiralty District), by Messrs. Ross & Angers, of Montreal, acting on behalf of Messrs. Robert Stevenson and Samuel Bronken, of Calgary, against Actieselskabet Maritime, a corporation having its head office in Christiania, Norway, and being the former owners of the Storstad and against the Canadian Pacific Railway, the former owners of the Empress of Ireland.

Mrs. Stevenson and Mrs. Bronken and Miss Bronken were passengers on the Empress and, it is claimed, were drowned. Damages of \$10,379.50 are asked for the loss of Mrs. Stevenson and her personal effects, and \$15,676.30 is claimed for the loss of Mrs. and Miss Bronken and their personal effects. A claim has also been filed against the \$175,000 in the hands of the Admiralty Court, being the proceeds from the sale of the Storstad.

In the action brought by the C. P. R. against the Storstad the latter was held to be at fault, no amount being fixed as damages, but this judgment has been appealed from so it is necessary for claimants to bring actions against both the C. P. R. and the Actieselskabet Maritime.

Mr. Justice Dunlop has ordered that a notice of the writ of summons be served upon the former owners of the Storstad at Christiania and they are called upon to appear within 60 days after service of the notice of the writs or the actions may proceed in their absence. The Empress went down May 29, 1914, and personal actions must be brought within a year.

Mr. W. Simpson Walker, K.C., Deputy District Registrar, stated that the action against the Storstad owners is the first writ issued for service outside of Canada since the Admiralty Court was established in Montreal.

CANADIAN PACIFIC PROMOTIONS.

Mr. George Hodge, general superintendent of the C. P. R. eastern division, will on June 1st be promoted to the position of assistant to Mr. A. D. MacTier, general manager of the eastern lines, and will be replaced by Mr. A. E. Stevens, who is at present general superintendent of the Calgary division of the C. P. R.

Mr. Hodge has been with the C. P. R. since boyhood. He was successively junior clerk, chief clerk, and secretary to Mr. David McNeill, vice-president, superintendent of terminals at Montreal, and was then advanced to his present position which was one of much responsibility.

Mr. Stevens has held several positions with credit and latterly was appointed general superintendent at Calgary. He is an eastern man and is very favorably spoken of.

POSTPONING OF COMMON DIVIDEND BY BALDWIN LOCOMO. CO. WAS EXPECTED

New York, May 28.—The postponing of the common dividend by the Baldwin Locomotive Directors yesterday was not a surprise in Wall Street, as it is not expected that the current fiscal year will show the preferred dividends earned, even if the last half of the year is twice as good as the first half in locomotive orders.

While it was announced as a postponement there is reason to believe it will be December before the question of a common dividend is again brought up.

Locomotive outlook at the present is extremely poor as there are inquiries for about 40 engines in the market.

MANY LOCOMOTIVE ORDERS.

New York, May 28.—The order from the Chesapeake and Ohio for 24 locomotives to American Locomotive Company makes a total of 75 engines placed in the last two weeks with the three leading locomotive companies. This takes out of the market the only inquiry for more than 10 locomotives.

STEAMSHIPS.

ALLAN LINE

Proposed Summer Sailings, 1915

From Montreal, June 3rd for Havre and London. SICILIAN June 3rd for Havre and London. PRETORIAN June 8th, for Glasgow.

For further particulars, rates, etc., apply to local agents or THE ALLAN LINE 675 St. Catherine St. West; H. & A. Allan, 4 Youville Street, General Agents, Montreal.

CANADA S.S. LINES

Take The Water Way

Fast passenger and freight service between all important points on Lake Ontario and the St. Lawrence River.

Montreal-Quebec Line A restful, comfortable one night journey. Steamers leave Montreal at 7:00 p. m. daily except Sunday.

Montreal-Bay of Quinte Toronto, Line Weekly service, leaving Montreal every Friday at 7:00 p. m. An enjoyable trip with every comfort and convenience.

Saguenay Line The most fascinating water voyage on the continent. Steamers leave Quebec, Tuesdays and Saturdays at 8:00 a. m., connecting with night boats from Montreal.

Ticket Office 9-11 Victoria St., Phone Main 4710 General Freight Office Foot of McGill St., Phone Main 5852

RAILROAD NOTES

Rail orders so far placed in May aggregate 195,000 tons.

Rogers Pass five-mile tunnel under the Selkirk Range, now under construction on the Canadian Pacific route, will be the longest railway tunnel on the American continent. It will cost \$10,000,000.

It is pleasing to note that there is a marked falling off in the number of killed and injured on Canadian railways. Last month only three men were killed and 44 injured. This is much below the usual number.

Jack Fraser, aged 25, of Chatham, Ont., an employe of the Pere Marquette railroad, was instantly killed at Erieau yesterday afternoon, when he was crushed beneath a huge piece of falling timber while unloading material from a flat car.

According to a London despatch Mr. D. H. Mungo Park, Canadian Pacific agent at Manchester, England, has just arrived home wounded. He is the first of the volunteers from the C. P. R. staff in England to so suffer. He is a nephew of Mr. Arthur Pearce, of Montreal.

J. F. Morgan and Co. have mailed to the participants in the New York Central \$100,000,000 convertible debenture underwriting checks for their share in the profits, which amounted after expenses to 2.45 per cent. Less than \$5,000,000 debentures were left in hands of syndicate.

Mr. Harry C. Hewson, a son of Judge Charles E. Hewson, of Gore Bay, Ont., was killed on Wednesday morning by falling under the wheels of the Ottawa-Toronto C. P. R. train at Locust Hill. He was endeavoring to board the train when it started. His body was rushed to the Rosedale station, but he was beyond medical aid.

Albert Taylor, a colored Wabash porter, has been charged at St. Thomas, Ont., with being implicated in the theft of a purse belonging to Mrs. W. H. King, Aymer. The purse disappeared while Mrs. King was a passenger on a Wabash train on which accused was employed. Taylor was searched, but the purse was not found on him. It is said that the purse was nicked up on a stairway leading to the superintendent's office but the porter denies that he placed it there. Accused has been returned for trial.

Mr. F. P. Gutelius, manager of the Government railways, was in conference with the Hon. Frank Cochrane, Minister of Railways, all yesterday afternoon in Ottawa, regarding the negotiations with the G. T. P. for the taking over of the Lake Superior branch and terminals at Fort William and also the exchange of traffic between the Transcontinental and the G. T. P. Mr. Gutelius has returned to Montreal to continue negotiations with the G. T. P. officials.

Judgment has been given by Mr. Justice Clement at Vancouver, B.C., in favor of the defendants in the case of the British Columbia Express Company against the Grand Trunk Pacific. Plaintiffs sought heavy damages against the railway for its alleged blocking of navigation of the Fraser and Nechaco rivers by the bridges at Prince George. The judge found that the plaintiffs, who were in the steamboat business, were not in reality damaged by the blocking of the rivers the time building operations were going on.

PAYMENT FOR RUSSIAN CARS.

Chicago, May 28.—Although officials of the Pullman Company decline to give any details as to the Russian order for 40,000 freight cars, those well posted in equipment trades say the Russian Government has offered to pay for cars by drafts against its deposit with the National City Bank of New York and not in Russian Government securities.

Statement by President Runnels, of the Pullman Company that there is some difficulty regarding the financing of the purchase is taken to indicate that this has to do rather with the installments and payments against deliveries, etc.

NEW RATES FOR REGINA ARE BEING CONSIDERED.

Regina, Sask., May 28.—Underwriters, after making a thorough re-inspection of all Regina property, announce that they are working on new fire insurance rates, and it is anticipated that the new rates when published will be in a downward direction.

Eighty-eight of the ninety-five companies represented locally will participate in the civic fire insurance just awarded by the council, the total amount of the insurance placed being \$704,000. With the exception of three, all the concerns sharing in the business are board companies. Of the seven rejected by the council and commissioners, five are non-board.

LITTLE HIGHER TEMPERATURE.

Fine stationary or a little higher temperature. Saturday fair, followed by showers. Pressure distribution has changed very little since yesterday, except that the cool wave has diminished in energy and the southwest disturbance has moved slightly northward.

Fair weather has prevailed generally, except that local showers have occurred in Saskatchewan and the Maritime Provinces.

THE WEATHER MAP.

Cotton Belt—Light to moderate showers in parts of practically all States. Temperature 48 to 78. Winter Wheat Belt—Light to moderate rains in parts of all States. Temperature 40 to 48. American Northwest—Light to moderate showers. Temperature 44 to 54. Canadian Northwest—Partly cloudy. No moisture. Temperature 44 to 52.

NIPISSING SHIPMENT OMITTED.

Cobalt, Ont., May 28.—A 40-bar bullion shipment from the Nipissing mining company, was omitted from last week's shipping list. The bullion contained 50,019.17 fine ounces and was valued at 50 cents an ounce or a total of \$25,009.59.

EXPORTS OF COPPER.

New York, May 28.—Exports of copper from the Atlantic ports for the week ended May 27, totalled 4,190 tons, since May 1st 28,848 tons. Same period last year 30,777.

FAST SUBURBAN TRAIN FOR POINT FORTUNE.

Will leave Windsor Street Station at 5:10 p. m., commencing Monday, May 31st, stopping at Dorval, Lakeside, Beaconsfield, St. Annes, Vaudreuil and west.

SHIPPING NOTES

Only a few ports of the Gulf of Bothnia are now open.

The trial of Karl Bueenz and others indicted with the Hamburg-American Line for sending out chartered vessels to coal and provision the German sea raiders, will probably go over to some time next fall.

The Allan liner Gramplan will arrive in Montreal to-night. She was due at Quebec early this morning with 58 first-class, 137 second-class and 188 steerage passengers. Most of these will come on to Montreal.

The Leyland liner Napierian, which arrived at Galveston from Liverpool, was less than 20 miles from the Lusitania when she was torpedoed off the Irish coast on May 7, but as she has no wireless, she knew nothing of the Lusitania's fate.

The U. S. Government contract of \$674,000 per annum with the American Steamship Line for the carrying of the transatlantic mails expires next October, and the postmaster-general has announced that it will not be renewed. This will throw the transportation of transatlantic mails entirely into the hands of foreign steamship companies.

A new case has arisen out of the transfer of various ships from the British to the United States flag. The Custom House authorities at Santiago de Cuba claim that this change of nationality makes them new ships altogether, and demands that the duty on tonnage shall be paid just as if the ships in question were newly launched, and were paying their first visit to Cuba.

The Allan liners Scandinavian and Corinthian have arrived in England with Canadian soldiers. The former arrived on Empire Day with the 19th Battalion, mainly from Toronto, and an ammunition column from Winnipeg. The Corinthian arrived at its destination yesterday morning at 7 o'clock with soldiers, including the Toronto General Hospital corps, a cyclist corps and the 4th Section, Divisional Ammunition Column, from Montreal.

Mr. Antonio C. Pessaro, president of the Great Lakes Shipbuilding Co., says: "Every shipyard along the Atlantic Coast has work enough to keep busy for the next 18 months. England is taking advantage of the present situation and having her ships built here. By the time the United States decides to build ships for American merchant marine, shipyards will be so busy on foreign orders it will be difficult to get accommodation."

The Russian-American Line's new steamer Carizta left New York for her maiden voyage to Archangel. The regular fortnightly service by this line was inaugurated by the Kursk. The Carizta is the latest addition to the fleet. The keel of the sixth vessel has been laid in an English shipyard, and preparations are under way to run a regular service to Odessa as soon as the Dardanelles are open to commerce.

There are indications that the ocean coastwise traffic of the United States will be increased by the transfer of ships that have been used on the Great Lakes. This will result from the order of the Interstate Commerce Commission, compelling the railroads to dispose of their ships used on the Great Lakes by December 1. It is reported that the Rutland Railroad had sold two of its lake vessels for use in the Atlantic and that other railroads would be forced to sell their ships to firms engaged in ocean service in order to obtain fair prices for them. Many of the vessels in use on the Great Lakes are sufficiently large for ocean service. The ships will have to be taken out of the St. Lawrence River before December and it is reported that railroads are now offering their vessels for sale to be delivered to the purchasers before traffic closes in the winter in the St. Lawrence.

UTAH COPPER IN APRIL.

New York, May 28.—Utah Copper's April output of 12,015,148 pounds compares with 10,203,882 in March and 13,133,779 in April, 1914. April output of Chino Copper 5,027,548 pounds, compares with 4,446,087 in March and 6,109,888 in April, 1914.

Output of 5,353,387 for Ray last April compares with 5,632,168 in March and 6,277,693 in April, 1914. Output of Nevada Consolidated in April of 4,710,684 pounds compares with 4,535,192 in March and 4,880,943 in April, 1914.

APRIL PRODUCTION OF COPPER.

New York, May 28.—April production of Utah Copper was 12,015,148 pounds, Chino 5,027,548; Ray Consolidated 5,353,387, and Nevada Consolidated 4,710,684 pounds.

SPELTER UP 22.

London, May 28.—Spelter is up another £2, advancing to £82 (17½c) for prompt shipment; £78 is bid for futures.

The Charter Market

(Exclusive Leased Wire to Journal of Commerce.)

New York, May 28.—The steamer market was exceedingly quiet, and except for a few coal charters there was but little doing. The supply of boats available for June delivery is limited, which fact serves to sustain rates upon a generally steady basis.

The sailing vessel market is without change, and only a limited amount of chartering was reported. Freight rates continue to offer steadily in the off-shore trades and rates remain firm.

Charter—Grain.—British steamer Barbara, 26,000 quarters, from the Atlantic Range to a French-Atlantic port, 8s. 8d. June.

Coal.—British steamer Kariba, 2,350 tons, from Virginia to Buenos Ayres, 32s. 6d. June.

British steamer Warrior, 2,384 tons, same, 34s. early July.

British steamer Honiton, 3,011 tons, from Baltimore to the River Plate, p.t., prompt.

Greek steamer Filomachi, 2,146 tons, from Baltimore to the West of Italy at or about 35s. prompt.

Lumber.—Bark Skoda, 668 tons, from St. Andrew's Bay to the River Plate, p.t., prompt.

Schooner J. Edward Drake, 789 tons, from Jacksonville to Baltimore \$6.25.

Miscellaneous.—French steamer Kangaroo, 1,720 tons, from New York to Bordeaux, with general cargo, p.t., early June.

Italian steamer Columba, 2,561 tons, from Baltimore to Savona with steel products, p.t., June.

MR. CHAS. ARCHIBALD, President Camaguey Company. The annual meeting was held yesterday at Halifax.

CANADIAN PACIFIC RAILWAY

General Change in Time in Effect May 30th.

From Place Viger Station.

7:45 a.m. Daily. St. Agathe and intermediate stations.

8:45 a.m. Except Sunday. St. Agathe, Mont Laurier and intermediate stations.

9:45 a.m. Sunday only. St. Agathe, Labelle and intermediate stations.

10:15 a.m. Sunday only. St. Agathe and intermediate stations.

1:00 p.m. Saturday only. Mont Laurier and intermediate stations. Parlor car St. Agathe.

1:15 p.m. Sunday only. Shawbridge, St. Agathe and intermediate stations.

1:15 p.m. Saturday only. St. Agathe and intermediate stations. First train June 26th.

1:25 p.m. Saturday only (from Windsor St. Station). Montford Jet, Labelle and intermediate stations. First train June 26th.

1:40 p.m. Saturday only. St. Agathe and intermediate stations.

4:15 p.m. Daily, except Sunday. St. Agathe, Mont Laurier and intermediate stations.

4:30 p.m. Daily, except Sunday, St. Agathe and intermediate stations.

4:15 p.m. Sunday only. St. Jerome and intermediate stations.

11:15 p.m. Daily. St. Jerome and intermediate stations.

Quebec, 9:00 a.m. except Sunday, 1:30 p.m. daily, 5:00 p.m. daily. First train June 26th. 11:30 p.m. daily.

Three Rivers, 9:00 a.m. daily, 1:30 p.m. daily, 5:00 p.m. daily. First train June 26th. 6:15 p.m. except Sunday, 11:30 p.m. daily.

Grand Mere and Shawinigan Falls, 9:00 a.m. daily, 1:30 p.m. daily, 5:00 p.m. daily. First train June 26th. 11:30 p.m. daily.

Joliette, 8:20 a.m. except Sunday, 9:00 a.m. daily, 1:45 p.m. Saturday and Sunday only, 5:30 p.m. except Sunday.

St. Gabriel, 9:00 a.m. daily, 1:45 p.m. Saturday only, 5:30 p.m. except Sunday.

Ottawa, 8:00 a.m. daily, 5:55 p.m. daily.

Staynerville, 8:00 a.m. daily, 1:50 p.m. Saturday only, 2:15 p.m. Saturday and Sunday only, 5:55 p.m. daily, 6:20 p.m. except Saturday and Sunday.

Calumet, 8:00 a.m. daily, 2:15 p.m. Saturday and Sunday only, 5:55 p.m. daily, 6:20 p.m. except Saturday and Sunday.

St. Eustache, 8:00 a.m. except Sunday, 10:00 a.m. daily, 12:30 p.m. except Sunday, 4:35 p.m. except Sunday, 5:15 p.m. except Sunday, 6:20 p.m. except Saturday and Sunday, 11:05 p.m. Sunday only, 11:50 p.m. Sunday only.

St. Lin, 8:00 a.m. except Saturday and Sunday, 8:50 a.m. Sunday only, 12:30 p.m. Saturday only, 4:35 p.m. daily except Sunday, 10:30 p.m. Sunday only.

From Windsor Street Station.

Smiths Falls, 7:20 a.m. daily, 8:45 a.m. daily, 4:15 p.m. except Sunday, 10:00 p.m. daily, 10:50 p.m. daily.

Ottawa, 3:30 a.m. daily, 10:30 a.m. daily, 4:05 p.m. except Sunday, 7:40 p.m. Sunday only, 8:45 p.m. daily, 10:15 p.m. daily.

Pointe Fortune, 12:15 p.m. daily, 1:30 p.m. Saturday only, 5:10 p.m. except Saturday and Sunday, 6:15 p.m. daily, 11:20 p.m. daily.

Rigaud, 8:30 a.m. daily, 12:15 p.m. daily, 1:20 p.m. Saturday only, 1:30 p.m. Saturday only, 4:05 p.m. daily except Saturday, 5:10 p.m. Saturday and Sunday, 6:15 p.m. daily except Sunday, 7:40 p.m. Sunday only, 11:20 p.m. daily.

Vaudreuil, 7:20 a.m. daily, 8:30 a.m. daily, 10:30 a.m. daily, 12:15 p.m. daily, 1:20 p.m. Saturday, 1:30 p.m. Saturday only, 4:15 p.m. except Sunday, 5:10 p.m. except Saturday and Sunday, 6:30 p.m. daily except Sunday, 7:40 p.m. Sunday only, 8:45 p.m. daily, 10:00 p.m. daily, 10:15 p.m. daily, 11:20 p.m. daily.

Sherbrooke, 8:25 a.m. daily, 1:15 p.m. Saturday only, 4:10 p.m. except Sunday, 7:15 p.m. daily.

Waterloo, 8:25 a.m. except Sunday, 12:45 p.m. Saturday only, 4:10 p.m. except Sunday.

Knowlton, 12:45 p.m. Saturday only, 4:10 p.m. except Sunday.

Newport, 9:25 a.m. daily, 4:55 p.m. except Sunday, 8:10 p.m. daily.

Boston, 9:25 a.m. daily, 8:10 p.m. daily.

Halifax, 7:15 p.m. daily.

Toronto and Chicago, 7:25 a.m. except Sunday, 8:45 a.m. daily, 10:00 p.m. daily, 10:50 p.m. daily.

St. Paul, 8:45 p.m. daily.

Winnipeg and Vancouver, 10:30 a.m. daily and 10:15 p.m. daily.

NORTH CAROLINA AGROUND.

London, May 28.—A despatch from Cairo says that the United States cruiser North Carolina is aground off Alexandria, Egypt.

RAILWAY STEEL SPRING CO. DIVIDEND.

New York, May 28.—Railway Steel Spring Company has declared the regular quarterly dividend of 1½ per cent. on the preferred stock, payable June 21st to stock of record June 5th.

GREAT WESTERN EARNINGS.

Chicago, May 28.—Great Western's earnings for the present week has shown some increase, but will probably not do better than break even for the month because of washouts in western and southern Iowa.

G. T. W. RAILWAY RETAINS INTEREST IN MILWAUKEE CAR FERRY CO.

The petition of the Grand Trunk Western Railway Company to the United States Interstate Commerce Commission for leave to continue its interest in the Grand Trunk Milwaukee Car Ferry Company has been granted by the Commission. The report of the commission on the subject in part is as follows:

"The petition is a corporation operating a line of interstate railroad between the points of Port Huron, Mich., and Chicago, Ill., via Durand, Lansing and Battle Creek, Mich., and South Bend and Valparaiso, Ind. It owns no capital stock in any boat or line of boats operating on the great lakes or waters tributary thereto. A large majority of its capital stock, however, is held by individuals as trustees for the Grand Trunk Company of Canada.

"The Grand Trunk Railway Company of Canada through trustees, controls and owns the capital stock of the Detroit, Grand Haven and Milwaukee Railway Corporation, a railroad operated from Detroit, Mich., in a westerly direction to Grand Haven, Mich., a point on the east bank of Lake Michigan, intersecting the line of the petitioning railroad at Durand, Mich. From the port of Grand Haven, Mich., the Detroit, Grand Haven & Milwaukee Railway reaches Milwaukee, Wis., on the west bank of Lake Michigan, by means of car ferry boats owned by the Grand Trunk, Milwaukee Car Ferry Company.

"The Grand Trunk Milwaukee Car Ferry Company is a corporation organized under the laws of the state of Wisconsin, having an identity in ownership with the Grand Trunk Railway Company of Canada, the Detroit, Grand Haven and Milwaukee Railway Company, and the petitioning railroad. It does not appear in the record how or by whom the stock of the car ferry company is held, but it does appear that these four companies have stockholders, directors, and officers in common, and are integral parts of the Grand Trunk Railway system.

"It does not appear that the rails of the petitioning railroad or those of the Grand Trunk Railway system reach Milwaukee. It appears, however, from the record that the petitioning railroad makes joint rates from points on its line via Chicago to points beyond in the general territory west of Lake Michigan, in which rates are also made by the Detroit, Grand Haven and Milwaukee Railway via Grand Haven and the car ferry through Milwaukee. It also appears from a tariff published by the petitioning railroad, G. T. W. L. I. C. No. A-1630, that the petitioner makes joint through all-rail class rates via Chicago to Milwaukee.

"It appears that the idea of a car ferry was conceived and inaugurated as a private independent enterprise, but that under its former operation it was a failure, and was taken over by the Grand Trunk interests and has been maintained without view to the cost of the service, but rather to the character of the service possible through its maintenance. It appears that at times the Chicago gateway on all-rail movements of traffic is greatly congested so that serious delays result, which delays are overcome by routing traffic over this car ferry. The car ferry is operated regularly, without regard to the amount of traffic offered per trip, and furnishes an all-season service.

"It appears further that rates via this car ferry are the same as rates applicable to the all-rail movement, and that there has been no lowering or increase of rates since the car ferry has come into the possession of the Grand Trunk in 1906.

"It is contended that if the joint ownership and operation were discontinued the car ferry company would necessarily go out of business because of expensive operation and resulting loss that would accrue to the company. It appears that the profit accruing to the car ferry company, would necessarily go out of business because of expensive operation and resulting loss that would accrue to the company, as shown by its statement for the half year ending December 31, 1913, which was \$68,300.41, which was turned over to the Detroit, Grand Haven & Milwaukee Railway Company to discharge all business to that company.

"From a consideration of all the circumstances and conditions, the Commission is of opinion and finds that the existing specified service by water is being operated in the interest of the public, and is of advantage to the convenience and commerce of the people, and that a continuance thereof will neither exclude, prevent, nor reduce competition on the route by water under consideration. The Grand Trunk Milwaukee Car Ferry Company will be expected to file its tariffs according to law, to become effective by July 1, 1915.

RAILROADS.

CANADIAN PACIFIC

CHANGE IN TIME MAY 30TH. Folders on application.

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CHICAGO LIMITED. L.V. MONTREAL, 11:00 P.M. DAILY. Pullman Sleeping and Club Compartment Cars and Parlor and Dining Cars.

TIME TABLE CHANGES MAY 30