

SMALL STREET CAR SYSTEM IN CHICAGO TO BE SOLD AT AUCTION

Special Meeting of Stockholders Has Been Called For Wednesday to Consider Plans For Their Protection.

Chicago, Ill., June 28.—Street's Western Stable Car line, with a capital stock of \$775,000 preferred and \$3,800,000 common, is about to go under the auctioneer's hammer. The trustee for the \$1,600,000 5 per cent. bond issue, the First Trust and Savings bank, has served notice on the company that it will on July 9 "sell at public auction all the equipment described in and subject to said equipment indenture."

The equipment to be sold includes all the rolling stock of the company, amounting to 6,327 cars. These cars have for years been leased to the railroads, usually for the purpose of transporting stock. But owing to the roads having themselves manufactured their own equipment and owing to the dull business of the last few years there has been little demand for Street's stable cars.

At present the company has about 3,000 cars, or a little more than one-half its equipment, leased, while the remainder is idle. The Pennsylvania and the New York Central have each 1,000 cars. The company on June 1 defaulted in the payment of \$40,000 semi-annual interest and defaulted in the payment of the principal of \$95,000 of the bonds maturing on that date. As the bonds are secured by the equipment, all of the company's means of making money are advertised to be for sale. The company has considerable real property.

Frank J. Reichmann, president of the company, has called a special meeting of stockholders to be held on June 30 in the Great Northern building to consider what action shall be taken for the protection of the stockholders. A protective committee may be appointed. At the same time the directors have named President Reichmann and Directors F. J. Klipper and Henry C. Hackney a committee to receive proxies to be voted at this meeting.

Street's Western Stable Car preferred stock formerly paid 7 per cent. and for twenty-two years was regarded as an investment security. At one time the company paid 4 per cent. on the common shares, but discontinued dividends in 1910, and in July, 1910, ceased to pay dividends on the preferred issue.

DOMINION DAY EXTRA TRAIN SERVICE.

The following trains will be operated in addition to regular service now in effect.

Place Viger Station.

Wednesday, June 30th.

8.20 p.m. for Lachute, making all stops.

Thursday, July 1st.

9.20 a.m. for Lachute, making all stops.

8.15 p.m. from Lachute, arriving Montreal 10.10 p.m.

9.45 a.m. for Ste. Agathe stopping Shawbridge, Ste. Adele, St. Margaret and Val Morin.

10.00 a.m. for St. Jerome, making all stops.

5.00 p.m. from Lachute, arriving Montreal 8.15 p.m. stopping Val Morin, St. Margaret, Ste. Adele, Shawbridge.

8.30 p.m. from St. Jerome arrive Montreal 9.55 p.m. making all stops.

7.30 p.m. from Ste. Agathe, arrive Montreal 10.20 p.m. stops of No. 458.

PARLOR CAR SERVICE.

For Nantel leave Place Viger Station 4.15 p.m. Wednesday, June 30th, returning Thursday, July 1st, on extra which leaves Lachute at 6 p.m. Ste. Agathe 6.45 p.m., arrive Montreal 9.15 p.m.

WINDSOR ST. STATION.

Thursday, July 1st.

10.30 a.m. from Point Fortune making all stops.

8.05 p.m. from Point Fortune, arrive Montreal 9.55 p.m., making all stops.

STEAMSHIPS.

ALLAN LINE

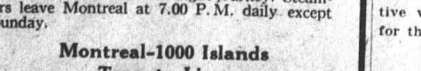
From Montreal and Quebec

PRETORIAN July 9th for Glasgow.
SICILIAN July 11th for Havre-London.
HESPERIAN July 15th for Liverpool.
CORSICAN July 17th for Glasgow.
SCANDINAVIAN July 22nd for Liverpool.
CORINTHIAN Aug. 1st for Havre-London.
PRETORIAN Aug. 7th for Glasgow.

For further particulars, rates, etc., apply to local agents or

THE ALLAN LINE

875 St. Catherine St. West; H. & A. Allan, 4 Youville Street, General Agents, Montreal.



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-1000 Islands Toronto Line

Steamers sail Mondays, Wednesdays and Saturdays at 1.00 P.M.

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.

Travel Office, 9-11 Victoria St., Main 4710. Gen'l Freight Office, Foot McGill St., Main 5862.

SHIPPING NOTES

The Philadelphia has arrived at New York, and the Bohemian at Liverpool.

The Marine and Fisheries steamer Aranmore, recent out of dry dock, after getting coal at Sydney is going to Quebec to enter the St. Lawrence service of the Department for the summer.

Among the week-end arrivals in the port of Montreal are the Manchester Merchant, the Lord Straton, the Rosier, which arrived on Sunday, and the Anglo-Mexican, which arrived on Saturday.

Word has been received at St. Johns, Nfld., that the British bark Neat, formerly the German ship Rickmers, is ashore on the northeast coast as a result of the dense fog and heavy ice. She carries three thousand cords of pit props for England.

General Carranza is said to have purchased the steamship Atlanta, of the Chesapeake Steamship Co., and the Alameda, both to be used as troop transports. General Diaz is said also to have purchased three vessels to transport war munitions to Mexico.

The American steam yacht Alameda, which is reported to have been purchased by General Venustiano Carranza, chief of the Constitutional party in Mexico, has arrived at Havana from Nipe. Her captain said he had not been informed of the sale of the vessel, but had put into Havana to await orders.

The first cargo of coal to be taken from North Sydney to France, and the second carried by a sailing vessel to that country from Cape Breton, is to be taken by the French barquette Kiebar, which arrived about ten days ago from St. Malo, France, after 24 days at sea. Two more sailing vessels will follow her.

The American gasoline yacht Vencedore sailed from New York ten days ago for Montreal, where she is to be met by her owner, Mr. Clarence Jones, of Louisville, Ky., head of the John Paul Jones whiskey distillers. Mr. Jones plans a tour of the Great Lakes during the summer. The boat has called at Portland, Yarmouth, Halifax, and will visit other ports before arriving here.

A shipping firm in Seattle has announced that it had chartered the Japanese steamer Saki Maru for one round trip at the rate of 11 shillings a month the deadweight ton, a new high record for trans-pacific services. A week ago this firm chartered the Japanese steamer Gishun Maru at 10 shillings 3 pence the deadweight ton, which was more than double the normal rate in peace times. Both vessels will load full cargoes of war munitions for the Russian Government and will sail direct from Seattle to Vladivostok.

The tonnage increase of the American merchant marine up to May 1 of the fiscal year 1915 amounted to 1,919 vessels of 680,155 gross tons, according to a report made recently by the U. S. Bureau of Navigation, Department of Commerce. This is a greater increase than has been recorded for any previous year. In 1907 596,708 gross tons were added to American registry, and previous to that the record had been held by the year 1855, when an increase of 586,202 gross tons was recorded.

During the coming summer the U. S. Department of Commerce is arranging for the employment of 61 navigation inspectors for the purpose of preventing the overcrowding of vessels. Each of the following cities will have a force of six inspectors: Baltimore, Buffalo and Chicago. At Philadelphia, Detroit and Providence there will be separate forces of four inspectors; three inspectors will be stationed at each of the following points: Bridgeton, N.J.; Portland, Me.; Newark, N.J., and Albany, N.Y. The inspectors will work in co-ordination with the Department's motor boats and a large force of customs inspectors in securing general compliance with the navigation laws.

Grain shippers at the head of Lake Superior are in the market for tonnage for future loading and are bidding 1 1/2c to Buffalo for the first five days of October. The indications are that grain shippers will have to bid higher to line-up much tonnage ahead, as vessel men are confident that there will be a steady increase in demand for boats and that the freight market will be fairly active by the time the fall movement of grain gets started. Some capacity had been taken for August loading in Chicago and tonnage for about 1,500,000 bushels is under contract to load at the head of the lakes in September, but the outlook is better than when that chartering was done.

CANADIAN NORTHERN IN MAY.

The Canadian Northern reports for the month of May a decrease of \$447,700 in gross from last year, and a decrease of \$158,700 in net. For the eleven completed months of the fiscal year, gross decreased \$5,021,100 and net decreased \$1,395,000. The statement compares as follows with previous years:

	1915.	1914.	1913.
Mileage	4,925	4,870	4,297
Gross	\$1,193,900	\$1,641,600	\$2,218,400
Exp. and taxes	871,000	1,160,000	1,538,200
Net earnings	\$322,900	\$481,600	\$680,200

Net earnings in 1912, \$458,100; in 1911, \$409,200; in 1910, \$368,600; in 1909, \$192,900.

	1915.	1914.	1913.
Gross, 11 mos.	\$16,024,300	\$21,045,400	\$20,801,600
Expenses and taxes. . .	11,530,900	15,157,000	15,295,100
Net 11 months	\$4,493,400	\$5,888,400	\$5,506,500

DULUTH-SUPERIOR TRACTION.

The Duluth-Superior Traction Company's comparative weekly statement of gross passenger earnings for the month of June, 1915, is as follows:—

	1915.	1914.	Dec. Dec.
1st week	\$20,133.34	\$25,049.74	4,916.40 19.6
2nd week	19,962.04	26,123.95	6,161.91 23.6
3rd week	20,921.58	25,468.06	4,546.48 17.8
Mo. to date	61,016.96	76,641.75	15,524.79 20.4
Year to date	\$24,518.53	\$92,757.07	68,238.54 11.5

ALGONQUIN PARK.

Just the out-of-way sort of place is Algonquin Park, 285 miles west of Montreal and 170 miles west of Ottawa for a perfect rest and holiday. Two thousand feet above sea level—the highest point in Ontario—the air is rare and pure. Splendid fishing. Good hotel accommodation at the Highland Inn, also at the log cabin hotels on Smoke Lake and Island Lakes. Through Library Buffet Parlor Car, Montreal and Ottawa to Algonquin Park. Write to M. O. Dufour, Grand Trunk City Office, No. 122 St. James Street, Montreal, for illustrated descriptive booklet.

RAILROAD NOTES

The Quebec Central Railway Company give notice that they will sell by public auction, at Fuller & Wiggett's warehouse, opposite their freight shed, Sherbrooke, P.Q., on Tuesday, 6th July, 1915, at ten o'clock in the forenoon, a quantity of machinery, household effects and other sundries.

James F. Holden, vice-president of the Kansas City Southern estimates that during the next few months the territory served by his road will furnish 900 car loads of fruit. Peaches will make 377 cars, cantaloupes 30 cars, grapes 20, apples 265. The peaches will move during July, August, and September; cantaloupes during June and July; grapes during July, August and September.

John Mylnki was convicted of first degree murder on Saturday at Winnipeg, Man., and was sentenced to be hanged on September 29. Mylnki was found guilty of killing Ivan Hantruk in a boarding car on the C. P. R. near Marquette, Man. The defence sought to prove that Hantruk was killed when he tried to pull the gun from under the mattress, and that Mylnki had nothing to do with the shooting.

Mr. Justice Greenhields in the Court of Review on Saturday reversed the finding of the lower court which condemned the Canadian Pacific Railway to pay William de Soles the sum of \$100 damages accruing from the loss of a horse run down and killed by one of the company's trains. The court held that the plaintiff had failed to establish any liability in law against the defendants.

The death occurred on Friday at his home, 27 Russell street, Halifax, of John Ross, for forty years in the service of the Intercolonial Railway, and one of the oldest engineers on the road. The late Mr. Ross was in the service until last year, when he was superannuated, he having then reached the sixtieth year of his age. He was a highly efficient engineer and was very well known in this province. He was born in Perth, Scotland. Mr. Ross is survived by his widow. His three children predeceased him.

Hon. Samuel Barker, member of the House of Commons for East Hamilton, died suddenly in Hamilton yesterday. In 1872 he became solicitor and counsel for the Great Western Railway and in 1879 manager of the Northern and Northwestern Railway, with offices in Toronto. When that road was absorbed by the Grand Trunk he was selected to analyze the accounts of that company for the dissatisfied shareholders and made a report that led to all-round satisfaction.

Discussing the decline in C. P. R. stock last week, the Bache Review says: "Talk of reduction in its dividend rate, in addition to foreign selling, had something to do with these sales. At the same time, this may become one of the war stocks, as it is reported that the company is turning out thousands of shells a month at its Angus shops, and machinery is being installed that will enable doubling the output in a few weeks. It is further said that the whole of the other plants of the railway through Canada are turning their attention to the manufacture of war material, and that in three or four months the Canadian Pacific will be producing more war material than any other single corporation in Canada or the United States."

A compilation just completed shows the number of stockholders of the Pennsylvania Railroad Co. has passed the 93,000 mark. The railroad has 3,188 more stockholders than it had a year ago. Stockholders of the Pennsylvania Railroad resting in Pennsylvania of whom there are 32,422, an increase of 98 per cent. over 28,311 per cent of the stock of the railroad. The 15,825 stockholders in New York own 30.83 per cent of the stock. There are 16,351 stockholders in New England; 16,453 in other parts of the country, and 11,951 foreign countries. The total number of stockholders is 93,002. There are 44,848 women who are stockholders of the Pennsylvania, an increase of 1,529 over last year. They represent 48.22 per cent of the total number of stockholders and hold 28.09 per cent of the stock. The average holding of each woman stockholder is 63 shares.

Southern Railway will build at Spartanburg, N. C. a modern freight terminal, consisting of separate inbound and outbound warehouses, with ample team-truck facilities, involving construction to cost in the neighborhood of \$100,000. Authority for these improvements has been granted and bids are now being solicited from contractors. The new facilities will consist of a one-story inbound freight house, 40 x 138 feet, with two-story office section, 40 x 52 feet, the building to be constructed of brick with concrete roof, and to be equipped with rolling steel doors; a modern one-story outbound freight house, 22 x 250 feet, with fire-proof floor and base, frame construction, with fire-proof roof; four house tracks, with a capacity of thirty-two cars, and four team tracks, with a capacity of twenty-nine cars. Teamways, serving both warehouses and the team tracks, will be paved with vitrified brick. A twenty-ton Pillar crane will also be provided for the handling of heavy freight. Work on these improvements will be started as soon as the contract has been awarded and the necessary material assembled, and they will be rushed to completion as rapidly as possible.

TORONTO RAILWAY COMPANY STILL REDUCING ITS STAFF.

The Toronto Street Railway is still laying off cars and men. When the men are laid off, however, they are placed on an extra list, and are given occasional work. The cars are often put on for two hours at night and two hours in the morning. About 50 men have enlisted for the front, most of them having been on good regular runs, thus leaving room for the men who have been put on the extra list. The company has also closed its employment office and is not taking on new men, so that with the men who are leaving a good many vacancies are being filled from the extra lists. The agreement with the mfn has not yet been signed by the company. It is said that General Manager Fleming is waiting to consult with Sir William Mackenzie.

ILLINOIS TRACTION IN MAY.

The record of earnings for the Illinois Traction Company for May and five months is as follows:—

	1915.	1914.
Gross	\$860,523	\$874,860
Expenses	541,617	552,717
Net	\$318,906	\$322,151

— Five Months —

	1915.	1914.
Gross	\$4,445,066	\$4,451,621
Expenses	2,721,801	2,746,446
Net	\$1,723,264	\$1,705,065

THE CHARTER MARKET

New York, June 28.—The steamer market continues easy with only a limited demand prevailing for boats almost all of which comes from shippers of coal to Mediterranean and South American ports. Grain freights have become scarce and but little demand is anticipated until the movement of the new crop begins.

Unchartered boats available for July offer freely, but charterers' ideas of rates are considerably below the basis named by the owners. The sailing vessel market continues unchanged in all important respects and chartering was light in all trades.

Chartered—Grain—British steamer Helderale, 23,000 quarters, from Montreal to Pirguez, 10s. 6d., July.

Petroleum—Norwegian bark Skansen, 1st (previously), 90,000 cases from New York to Australia, basis 44 cent., one port, August-September.

Coal—British steamer Ilexian, 2,285 tons, from Baltimore to Chile with coke, p.t., prompt.

Danish steamer Florida, 2,827 tons, from Baltimore to Copenhagen, or Gothenburg, p.t., prompt.

British steamer Alston, 2,363 tons, from Baltimore to the River Plate, p.t., prompt.

British steamer Orland, 2,709 tons, from Philadelphia to Rio Janeiro, p.t., prompt.

Greek steamer Styliani Babis, 2,216 tons, from Baltimore to West Italy, 42s., prompt.

Italian steamer Angelo, 2,333 tons, same, p.t., prompt.

Greek steamer Kanaris, 2,432 tons, same, 41s., July.

British steamer—6,500 tons, deadweight, from the Atlantic Range to Barcelona, Valencia or Tarragona, 37s., July.

Schooner Charles N. Simmons, 716 tons, from Philadelphia to Porto Cabello, 44 and discharged.

Schooner Lewis H. Goward, 10,501 tons, from Baltimore to Porto Rico, p.t., prompt.

Miscellaneous—American steamer George E. Warren, 1,610 tons, West India trade, one round trip, p.t., prompt.

Dutch steamer Rijswijk, 1,037 tons, same.

SIGNAL SERVICE

Department of Marine and Fisheries.

Shipping Report 10.30 a.m. Montreal, June 28th.

Cran Island, 32—Dense fog, southwest.

L'Islet, 40—Foggy, west.

Cape Salmon, 81—Dense fog, northeast. In 8.30 a.m. Norseman, 4.00 a.m. steamer, 4.30 a.m. steamer.

Father Point, 157—Dense fog, calm. In 5.00 a.m. Michigan, 3.30 p.m. yesterday Empress of Midland.

Little Metis, 175—Dense fog, calm.

Mattie, 200—Dense fog, calm.

Cape Chate, 234—Dense fog, calm.

Cape Magdalen, 294—Clear, west. In 8.00 p.m. yesterday L'Ange.

Fame Point, 325—Clear, west. In 2.00 a.m. Batican, 7.30 a.m. Lady of Gaspe. Out 4.00 p.m. yesterday Renvoye.

Cape Rosier, 348—Clear, north. In 5.30 a.m. supposed John Sharpless.

ANTICOSTI—

Ellis Bay, 335—Clear, south, John Sharpless, Cascadia at Natusquaw at wharf.

West Point, 332—Clear, north.

S. W. Point, 360—Clear, south.

South Point, 415—Clear, southwest.

Heath Point, 438—Clear, west.

Cape Despair—Clear, west.

Point Escumacine—Clear, east.

Point Des Monts—Clear, strong southwest.

Bersimis—Cloudy, calm.

Cape Race, 826—Clear, northeast. Icebergs east, south and southwest from 8 to 10 miles.

Point Amour, 673—In 3.30 a.m. steamer, Cloudy, west, eight bergs.

Halifax—Arrived 7.30 p.m. yesterday Evangeline.

Pugwash—Arrived 10.00 a.m. yesterday Inverdule.

Newcastle—Arrived 11.00 a.m. Saturday Caroline Kirk, 3.00 p.m. 25th, Delos.

Belle Isle, 724—Cloudy, west. Eighteen bergs.

Quebec to Montreal.

Longue Pointe, 5—Clear, calm. In 6.05 a.m. Gramplan, 4.15 a.m. Murray Bay, 5.10 a.m. Montreal, 5.55 a.m. Montmorency, 6.25 a.m. Earl of Douglass, 8.40 a.m. Percision, 9.42 a.m. Canobie.

Vercheres, 19—Clear, east.

Sorel, 39—Clear, northeast.

Three Rivers, 71—Clear, light northeast.

Point Citrouille, 88—Clear, light northeast.

St. Jean, 94—Clear, light northeast. In 9.10 a.m. Alaska and tow.

Grandines, 98—Light smoke, calm.

St. Nicholas, 127—Clear, southwest.

Bridge, 133—Clear, southwest.

Quebec, 139—Clear, southwest. Arrived 5.50 a.m.

Above Montreal.

Lachine, 8—Clear, west. Eastward 2.00 a.m. Yorkton, 5.00 a.m. McVittie, 10.10 a.m. Compton, 10.20 p.m. yesterday Senator Derbyshire.

Cascades Point, 21—Clear, west.

Coteau Landing, 33—Clear, west. Eastward 2.25 a.m. Ionic.

Cornwall 62—Clear, calm. Eastward 6.00 a.m. City of Ottawa.

Gatouas Canal, 99—Clear, calm. Eastward 12.45 a.m. Simla, 7.15 a.m. Brosson and Quebec and Dumore, 3.00 a.m. Turret Cape, 4.30 a.m. Arabian, 7.40 a.m. Keynor, 3.30 p.m. yesterday John Crerar, 6.15 p.m. City of Hamilton, 6.30 a.m. Beaverton and Jaffin, 9.20 p.m. Isabella.

Port Dalhousie, 298—Clear, calm. Eastward 4.00 a.m. Doric, 4.45 p.m. yesterday Robert Rhodes, 7.10 p.m. A. D. McTier, 9.40 p.m. Keywest, 7.50 p.m. Keypott, 10.55 p.m. Dalton.

ALGOMA CENTRAL TERMINALS, LTD. RECEIVER ACTS FOR BONDHOLDERS

London, June 16 (By mail).—In a circular to the shareholders of the Algoma Central Terminals, Ltd. it is stated that the company was unable to pay the interest due on February 1st last on its five per cent. 60-year first mortgage gold bonds, and in consequence of this default a meeting of the bondholders was appointed on February 22nd, at which a committee was appointed to represent the bondholders.

The committee have had numerous meetings and interviews, with a view to arriving at a satisfactory settlement, bearing in mind the fact that the Terminals Company and the Algoma Central and Hudson Bay Railway Company, who are the company's leasees, are to a very considerable extent dependent on each other.

The information before the committee in its first deliberations led them to hope that the overdue interest would be paid on May 1st, but as time advanced it became apparent that this would require to be postponed further, owing to the railway company being unable to pay the rent due to the Terminals Company.

It was finally decided by this committee that it was essential for the protection of the bondholders of the Terminals Company that an application should be made for the appointment of a receiver on their behalf.

Mr. Kennedy, who addressed the meeting as director of the Terminals Company, has resigned from the board of the Terminals Company, as he was of opinion that the interests of the Terminals Company and the Railway Company were conflicting.

Accordingly, an application was made to the Canadian Courts for the appointment of Mr. D. M. McClelland, of Messrs. Price, Waterhouse and Company, Toronto (the nominee of the committee), as receiver, and they have been subsequently informed that his appointment has been duly confirmed. He has been requested to go into the position and make a report thereon as soon as possible.

After this report comes to hand the committee will again communicate with the bondholders.

With regard to the guarantee given by the Lake Superior Corporation, it was felt by them that a committee, consisting of representatives of the bondholders' committees of the Terminals Company, the Railway Company and the Algoma Steel Corporation, should be appointed to go into this question as affecting all three companies. This committee has been formed and is causing enquiries to be made in Canada.

VISIT WESTERN HOSPITAL.

The visiting governors to the Western Hospital for the ensuing week are: Mrs. C. H. Cahoon and Messrs. J. Alex. Cameron, D. A. Campbell, Kenneth Campbell and John M. Campbell.

RAILROADS.

GRAND TRUNK RAILWAY SYSTEM

CHANGE IN TRAIN SERVICE.
Effective June 27, 1915.
Folders now in hands of agents.

PORTLAND AND THE MAINE COAST.
8.00 a.m. and 8.20 p.m. daily.
Write for free illustrated pamphlet describing main popular resorts.

MONTREAL — NEW YORK.
9.50 a.m., ex-Sun.; 8.30 p.m. daily.
8.20 a.m., Sun.

MONTREAL — BOSTON — NEW LONDON.
8.45 a.m. and 9.30 p.m. daily.

GREAT LAKES SERVICE.
Lake and Rail Route to Western Canada.
Leave Montreal 11.00 p.m. Sundays, Tuesdays and Fridays.
Leave Toronto by special steamship express at 11 a.m. Mondays, Wednesdays and Saturdays to ship side.

Leave Sarnia Wharf, via Northern Navigation Company, 4.45 p.m. Mondays, Wednesdays and Saturdays to Fort William, thence Grand Trunk Pacific Railway to points in Western Canada.

DOMINION DAY.
Single Fare, July 1: return same day.
Fare and one-third, June 30 and July 1: return, July 2, 1915.

THE DOUBLE TRACK ROUTE TORONTO - DETROIT - CHICAGO INTERNATIONAL LIMITED.
Canada's train of superior service.
Leave Montreal 10.15 A.M. DAILY.
Pullman Sleeping and Observation Cars and Parlor Library and Dining Cars.

CHICAGO LIMITED.
LV. MONTREAL, 11.00 P.M. DAILY.
Pullman Sleeping and Club Compartment Cars and Parlor and Dining Cars.

122 St. James St., Cor. St. Francois Xavier—Phone Main 4900.
Windsor Hotel — Uptown 112.
Bonaventure Station — Main 112.

CITY TICKET OFFICES.

CANADIAN PACIFIC

CHANGE IN TIME.
IMPROVED QUEBEC SERVICE.
Now in Effect.
5.00 p.m. Daily.
7.00 a.m. and 11.30 p.m. Daily.
Daily except Sunday.

CORNWALL.
Now in effect. 7.20 a.m. ex Sun. Ste. Annes-Vaudreuil-Point Fortune. Extra Service.
Lv. Windsor St., 7.30 p.m. ex. Sunday.
Lv. Point Fortune 9.30 p.m. daily.
Ar. Windsor St., 11.15 p.m.
Making intermediate stops.

WHITE MOUNTAINS & MAINE COAST.
Portland, Old Orchard, Kennebunk Beach.
Now in effect—9.25 a.m., 9.55 p.m. Through Parlor Cars on day train Standard Sleepers on night train.

SERVICE ON THE GREAT LAKES.
Now in Operation.
A descriptive Booklet will be sent by mail on request.

DOMINION DAY.
SINGLE FARE.
Going July 1st: Return July 1st.
FARE AND ONE-THIRD.
Going June 30th and July 1st.
Return limit, July 2nd, 1915.
SPECIAL TRAIN SERVICE.
Full particulars on application.

CALIFORNIA EXPOSITIONS.
San Francisco, San Diego, Los Angeles. Reduced Fares All Routes.
TICKET OFFICES:
141-143 St. James Street. Phone Main 3125.
Winds