## ALLAN ROYAL LINE



### Largest Steamers St. Lawrence Route

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

First \$95, Second \$55, Third \$33.75 Free Rail Tickets Montreal to Quebec

For further information, apply Local Agents—Thos. Cook & Son, 529 St. Catherine St. West; W. H. Claney, 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 W. MONTREAL

# Wm. Wainwright New Leviathan

### Has Passed Away Starts on Journey Veteran Railway Man a Convalescent In Atlantic City Died Suddenly

VICE-PRESIDENT G.T.R.

Rose From Ranks in Employ of Great Railroad From Stenographer to Senior Vice-President — Body Being Brought Here.

One of Canada's veteran railroad One of Canada's veteran railroad men passed away yesterday at Atlantic City in the person of Mr. William Wainwright, who for over 52 years has been one of the leading spirits in the Grand Trunk service, during which time he won his way from shorthand clerk to senior vice-president. Mr. Wainwright was in his 75th year, and had been in railway work for more than the ordinary life-time, gaining his early training. in Enggaining his early training, in Eng-land, and then coming to Canada

Vaterland Largest Steamer In the World Speeding on Way to New York

LUXURIOUS HOTEL

for more than the ordinary life-time, gaining his early training, in England, and then coming to Canada, where he joined the Grand Trunk and stayed with it ever since.

In a way, Mr. Wainwright's death was unexpected, and will come as a shock to his friends all over Canada, hie had been alling for some time, but, despite his advanced age, no serious result was anticipated until shortly before his death, which was due to a sudden collapse of his vital forces.

Some two years ago Mr. Wainwright's uffered a severe attack of pneumonia, which greatly weakened his vitality, and later on his constitution was further undermined by an attack of la grippe, and never completely recovered from these illnesses, and during the past two months his health perceptibly falled.

Until quite recently Mr. Wainwright's extraordinary vitality, and will power enabled him to keep at his work, without suspecting that he was seriously ill. Two weeks ago, however, he was compelled to leave his

### News of Railroads

Nature of Prince Rupert Harbour Makes G.T.P. Terminus Important

BUILDING COING ON

Tharf 370 Feet in Length Lies Par-allel With Shore—Detention Hos-pital—Dry Dock Installation and Other Constructions Completed.

Other Constructions Completed.

The terminus of the new Canadian Transcontinental Ratiroad is certain to become an important place and the following information relating to Prince Rupert Harbor has been furnished by Capt. P. C. Musgrave, officer in charge of the Hydrographic Survey in British Columbia. The wharf is situated one cable to the westward of Charles Pt., is 370 feet in length. and lies nearly parallel with the shore. It is 30 feet wide and is connected with the shore by a spur 100 feet long. The depot is for the supply of light stations, and the repair and maintenance of buoys, and consists of a large shed for buoys, workshops, offices and residences. The water tower and chimney are conspicuous. There are two poles 375 feet apart, lying in a southwesterly and northeasterly direction, with operating buildings, and residence on the summit. A detention hospital has been built on the western side of this island. The floating drydock installation now occupies the entire entrance to this cove, and consists of extensive land. The floating drydock installation now occupies the entire entrance to this cove, and consists of extensive wharves, with a shipbuilding and repairing plant, workshops, etc. The drydock is of the sectional pontoon description, and will have a capacity of 20,000 tons. On December 31, 1913, the wharves had been completed, the workshops, etc. were under construction, and the contract for the pontoons of the drydock had been awarded. When completed, all kinds of repairs can be affected, all the plant and machinery being of the most modern description. There will also be extensive railway yards at this point.

yards at this point.

The Provincial Government wharf is situated four cables to the south-westward of Hays Creek, is 600 feet in length, and is of a permanent char-acter, being constructed of concrete piling. A freight-shed, 250 feet long, is erected 50 feet from the northern All Conveniences of Up-to-date Hostelry Combined With Every Proven Device For Safety and Speed Make New Vessel Unique.

The remarkable speed developed by the S.S. Vaterland on her trial trip of 26.3 knots per hour proves her to be so one of the fastest, as well as the largest stamer in the world. She esset stamer in the world in the variety and sumptuousness of her cabin accommodations. The new Hamburg-American liner sailed on her maidem trip yesterday, and will reach New York May 21st, when, with a her sister ship, the Imperator class, or super-liners, as they have been for line would have won great popularity on the remaining by midsummer. miles from Prince Rupert terminus. It is expected that through trains will be running by midsummer.

### DERELICT SIGHTED

Australian Liner Karamea Arrived Sydney With News of Aban-doned Steamer.

The New Zealand Shipping Company's steamer Karamea arrived at Sydney N.S., on Tuesday and reports passing a large abandoned steamer in

The state of the s

## SHIPPING NEWS

Movements of Allan Line Steamers.

The Allan Line Royal Mail steal er "Calgarian," from Liverpool, i Quebec, passed Bird Rocks 1.36 p. May 14th.

WHITE STAR-DOMINION LINE.

SIGNAL SERVICE BULLETIN.

Issued by Authority of the Department of Marine and Fisheries,)
Montreal, 9 a.m., May 15, 1914.
L'Islet, 40—Clear, northeast. Out, 1.10 a.m., Saronic.
Cape Salmon, 31—Clear, northeast.
Det, 4.30 a.m., Nordcap. In, 5.30 a.m., steamer.

Father Point 157—Clear northwest

FRIDAY, MAY 15th, 1914.

Sun rises, 4.19 a.m.
Sun sets, 7.19 p.m.
New Moon, April 25.
First quarter, May 3rd.
Full Moon, May 9th.
Last quarter, May 16th. TIDE TABLE

High whter, 9.51 a.m., 10.49 p.m. Low water, 4.48 a.m., 5.35 p.m. Rise, 15.5 feet a.m., 13.5 feet p.m.

Next High Tides, June 8th.

Weather Forecasts. Lower Lakes and Georgian Bay,—
Moderate winds; mostly northwest to
north; fine and moderately warm.
Ottawa Valley and Upper St. Law
rence.—Moderate westerly to northwesterly winds; fine, not much change
in temperature.

Lower St. Lawrence, Gulf and Mari-time.—Moderate to fresh southwester-ly, shiffing 161 northwesterly winds; a few slight scattered showers, but mostly fair; stationary or a little high-

VESSELS BOUND FOR MONTREAL Name. From. Bertrand, Caletabuena Bertrand, Caletanuena
Boldwell, Antwerp
Pennine Range, Hull
Nordstjernen Demerara
Karamea, London
Monarch, Liverpool
Manchester Inventor, Manc

Pallanza, Rotterdam ...... Crown of Aragon, West Indies Crown of Aragon, West Ind Lake Michigan, Antwerp Lake Manitoba, Belfast. Welbeck Hall, Rio Janeiro Ascania, Southampton Corinthian, Havre.
Calradon, Middlesboro
Calgarian, Liverpool,
Cassandra, Glasgow
Coningsby, Antwerp.
Chiltern Range, Philad
Laurentic, Liverpool
Hurona, Hull,
Hesperian, Glasgow
Menchester Importer,
Manchester

PORT OF MONTREAL.

P. Maquereau, 400—Raining, south west. In, 2 p.m., yesterday, Gaspe lin P. Escuminac, 462—Cloudy, west. West Point, 332—Cloudy, southwes ohn Sharples left Ellis Bay inward a Kenilworth, Hull ...

ionn snarpies iort Ellis Bay inward at ‡ p.m. yesterday. South West Point, 360—Heavy rain, iouthwest. In, 6 a.m., Savoy. South Point, 415—Cloudy, southeast. Heath Point, 439—Dense fog, south-

west.
Fame Point, 325—Cloudy, northwest.
Jut, 1.25 a.m., Linngan, 4.20 a.m., Lady
of Gaspe.
Cape Rosier, 349—Raining, north-

Cape Ray, 553—Out, 3.50 p.m. yes-erday, Victorian. 3.30 p.m., C. P. R

Quebec to Montreal.

Arrivais.

Bronwen, light from Philadelphia. To load grain for Europe. T. R. McCarthy Agent. Arrived p.m. May 14th.
Innishowen Head, Head Line, from Philips with gracery. ublin with general cargo. Arrive 30 a.m. May 15th. McLean, Kenned Thyra Menier, Donald S.S. Co. From san Domingo via Sydney, C.B. Ar-ived 6 a.m. May 15th.

Sover, 39—Clear, light west. In, 7.20.
L.m., Bastican, 7,36 a.m., Wascana. Out.
1.50 a.m., Monmouth. 7.45 a.m., FrankLut. 8.35 a.m., Jacona
Three Rivers, 71—Clear, north Left.
19 8.45 a.m., Spray and tow.
Bastican, 88—Clear, northeast.
St. Jean, 94—Clear, west.
Grondines, 98—Clear, calm. Out,
1.15 a.m., Frontenac and raft.
Portneuf, 108—Clear, northwest.
St. Nicholas, 127—Clear, northwest.
Bridge Station, 133—Clear, northvest.

Bulk Freighters. ischarging.
Emperor—Down Soo 1.30 p.m. for our Colborne.
Mid. Prince—Port Arthur, leading.
Mid. King—Leaves Lorane midnight

May 14th.

The Allan Line steamer "Mongolian," from Glasgow and Liverpool, for St. John's, Nfid., Halifax and Philadelphia, sailed from St. John's, Nfid. for Halifax 5.39 p.m. May 13th. night.

Martian—Leaves Port Arthur to-day for Port Colborne. Emp. of Fort William—Soo, dis-Donaldson Line. Saturnia, from Montreal, arrived clasgow 4 a.m. this morning.

or Port William charging. Emp. of Midland—Arrived Port Arthur 449 p.m. to-day. William 6 p.m. 13th for Port Colborne. Stadacona—Superior, loading. 5.30 p.m. 13th. Turret Court—Arrived Cleveland

Cunard Line.

Ascanla, London and Southampton for Montreal, reported abeam Cap Race 8.30 a.m. this morning. Due is Montreal on Monday.

Alaunia, salied from Southampto for Montreal at 4 p.m. yesterday. p.m. 13th.
Turret Crown—Down Port Huron 3.
m. to-day.
McKinstry—Down Cornwall Canal 2

McKinstry—Down Cornwall Canal 2 p.m. to-day.
Renvoyle—Left Port Dalhousic 2 p.m. to-day.
Mapleton—Left Port Colborne 3 p.m. 13th.
Saskatoon—Due Montreal.
Haddington—Passed Kingston 1.30 p.m. 13th, westbound.
Cadillac—Arrived 7 a.m. to-day.
Montreal. SS. Laurentic, 160 miles N. 81 E. ape Race at 11 a.m. to-day. Due in nucleo on Saturday evening.

SS. New York, due to dock at New

Montreal. Natironco-Leaves Montreal 6 p.m

CANADIAN PACIFIC RAIWAY CO.

Upper Lake Steamers.

Keewatin, arrived Fort William 7.10
.m., May 14th.
Athahaea Fauger Foint, 157—Clear, northwest. In 1.20. a.m., Chiltern Range. 1.85 a.m., Norhilda. 7.10 a.m., Kendal Castle. 5.40 a.m., Calgarian, left Rimouski at 1.20 a.m. Little Metis, 176—Clear, strong north 2 p.m., May 14th.
Alberta, departed Port McNicoll, 4.25
p.m., May 14th.
Manitoba, departed S. Ste, Marie at Nest.
Matane, 200—Clear, strong northwest
Cape Chatte, 234—Clear, west.
Martin River, 260—Clear, northwest.
Jut, 7.15 a.m., Empress of Britain. In,
7 p.m., yesterday, Querida.
Cape Magdalen, 294—Cloudy, northwest 5.20 p.m., May 14th.

Atlantic Steamers. Mount Temple, departed Antwerp, p.m., May 13. Montezuma, departed London, 4 p.m.

May 13. Empress of Britain, departed Quebec 3.45 p.m., May 14. Freights and Charters.

Freights and Unarters.

New York, May 13.—British steamer
24,000 quarters of grain, Montreal to
Avonmouth or Rottercam, at or about
18 9½4, May-June. British steamer,
25,000 quarters, same.

Hamburg-American steamer Armenia, from Hamburg for Halifax and Baltimore was 210 miles east of Cape Race at 8.15 a.m. May 13th. The Armenia will land over 600 passengers at Halifax to-day.

NO CAUSE FOR ANXIETY OVER

Quebec to Montreal.

Longue Pointe, 5.—Clear, west. In.
1.20 a.m., Quebec. 3.25 a.m., Thyra
Menier. 7.20 a.m., Florence and tow.
1.5 a.m., Inishowen Head.
Vercheres, 19—Clear, north.
220 a.m., Gerty.
Sorel, 39—Clear, light west. In, 7.20
1.m., Bastican. 7.26 a.m., Wascana. Out.
1.50 a.m., Montmouth. 7.45 a.m., Frankurt. 8.35 a.m., Jacona
Three Rivers, 71—Clear, north Left
19 8.45 a.m., Spray and tow.
Bastican, 88—Clear, northeast.
St. Jean. 94—Clear, west.
St. Jean. 94—Clear, west.

CANADIAN PACIFIC WEEK-END TICKETS NOW ON NEW SERVICE TO

CHICAGO MAY 31

ADDITIONAL SERVICE. Ly. Pl. Viger, 1.15 p.m., May 16, 22, , for Shawbridge, St. Agathe, and 30, for Shawers, Int. stations.
Lv. Ste. Agathe, 445 p.m., May 17,

TICKET OFFICES: 141-143 St. James Street
Phone Main 1123
Windoor Motel, Place Viges
& Windoor Street Stations

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THE "INTERNATIONAL LIMITED,"
Canada's Finest and Fastest Train.
Montreal-Toronto-Chicago, 9.06 a.m., daily.

122 St. James St., cor. St. Francois
Xavier—Photte Main 6905
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Bonaventure Station" Main 8229

Canada Steamship Lines, Limited

Richelieu & Ontario Division Quebec Line

Saguenay Line

Toronto-Hamilton and Montreal Line e Sailings Weekly-Tu

Gulf Ports NORTH AND SOUTH SHORES Freight now being received.
S.S. "Cascapedia" salis May 7th
McGill St. Cartage Bock Foot of McGill St. Cartage, Phone Main 2688. PHONE FOR RATES AND GENERAL INFORMATION General Freight Office, Main 5562 Passenger, Main 4710

THE ATLANTIC ROYALS

### Montreal--Bristol ROYAL EDWARD

ROYAL GEORGE

VOL. XXIX. N What Become

Of Bad Life Insurance Con

Refusing Many on Aco LIENS PLACED ON P

Those Refused Insurance at Rates Accept Policies wit liens on Them or Buy Do on Installment Plan.

insurance is that the man w it most cannot secure it. Lif ance companies in Canada are more and more particular ev regarding the class of risks t will take. One large comp turning down on an average out of every seven applicants physically they do not come up required standard. The questoften asked, what becomes of applicants for life insurance, turned down by different com is there no way in which th is there no way in which the protect their families in the etheir death?

There are several ways in they can do this. An agent reonly yesterday, that he had he

they can do this. An agent re only yesterday, that he had he such applicants, one was a fellow engaged in newspaper who after he had been married decided that he ought to take policy, and applied to one of it companies in the city for instife was examined by the mediferee of the company, and it was that he had a valvular leakage heart, and "heart murmur." The pany imparted this gloomy fact young fellow, at the same timing him that they would not misk on his life. He tried sever er companies, but as he had to chathe had been turned down first company on account of trouble his efforts were fruitles income was small, and he had freason attempted to take out addinary Life policy with a small tum. He decided that, whate cost him, under the crommane, as he cost him, under the circumstanc must take out insurance, so het to another company in the circumstance, and the company in the circumstance, and the company in the company ed, and take out any form of the company would give him. He was offered a twenty-year downent policy, with a llen of hundred dollars, which was tworked off during the twenty worked off during the twenty of time.

time.

Although the premium was a hone, the young man gladly took the policy. The same arent to another case, also, in the city win young salesman in a hat store tempted to take out a policy in teral companies, but was refused account of his being troubled abumen in the kidneys, His case such a serious one that no companies would even consider him. Not daunted, however, he decided tha such a serious one that no com would even consider him. Not daunted, however, he decided tha must protect his family in some and he decided to purchase some bentures in a corporation, which doing a big business with just people who wish to accumula fixed sum at the end of a certain iod, and have been refused insur by the different companies on acc of their health. Although there is the same amount of protection in plan, it offered him some means providing for the future, with an payments that were within his me

ECHO FROM DISASTER IN SAN FRANCIS

Fireman's Fund Met Every Cl. With 100 Cents on Dollar, Weat the Storm and Now Flourishes

Famonville, president of the Firema Fund, to New York, has called to m a story of the San Francisco f which so clearly illustrates the va

of reputation.
"After this lapse of time stories co nected with the settlement of the effrancisco losses, on the part of Francisco losses, on the part of the part of

came out with flying colors, is kno to all.

"But some of the factors that or tributed to that result are less we known. It seems that one of the last individual claimants against estimated by the seems of the last. Individual claimants against of the Union Iron Works, After fine he called upon Mr. Dutton, predent of the Fireman's Fund, with ference to his loss, and stated that had every confidence in the integro of the officers of the company, a that if they would say how mu that if they would pay he would lead off accepting the offer, and thus doubless affect the attitude of other claimants.

"The occasion was realware.

less affect the attitude of other claimants.

"The occasion was rather dramat for he asked President Dutton it for he asked President Dutton it for he asked president of the could pay seventy-five cents on tooliar, to which he received a fanswer of "No." He then asked it could pay fifty cents, and received like answer. He then stated that it situation was worse than he had a ticipated, and asked if they could president in the could be situated and asked if they could be the could be set in the set in the