

WABASH-PITTSBURG TERMINAL RY PROPERTY SHOULD BE REORGANIZED

New York, June 25.—When Wabash-Pittsburgh Terminal Railway is finally reorganized, if it ever is, the process will have to depend largely upon information and belief rather than upon actual known earning capacity or established railroad precedents.

The company's gross business has declined 50 per cent. in the past eight or nine years and gross is now less than the interest on its \$30,236,000 first mortgage 4 per cent. bonds. The company for several years has not earned the interest on its receivers' certificates and any earnings on its bonds are a forlorn hope.

This condition is apparently not so much due to the property's location, which normally would seem to assure it a reasonable amount of tonnage, but rather to artificial handicaps imposed by unfriendly neighbors and others who from the property's inception have opposed its entrance into Pittsburgh and have since opposed its getting any share of the traffic.

The possibilities of this property will never be realized until somebody fights for them. No one has done that in the past eight years. This is one of the reasons why the property should be reorganized as soon as possible on any basis that can be arranged so that the actual owners can put up a bold front against the interests allied against them.

It is now proposed to reorganize the property on the basis of this necessity and, therefore, the owning bondholders will be expected to put much in and get out what there is. Under the proposed plan of reorganization, there will be no bonds issued against the property that might later prove embarrassing should plans miscarry. The bondholders' equity will be represented by stock and it will take in all there is in the property, except some underlying liens and real estate mortgages amounting in all to less than \$1,200,000. The property has been estimated by the receivers to be worth \$20,000,000 on the auction block, but considerably less as a going concern under present operating conditions.

The paper equity in the Wheeling & Lake Erie, once considered valuable, but at present valueless for the same reasons that have destroyed values in the Terminal Railway, will be distributed pro rata among the Terminal bondholders, a plan which will lend another speculative aspect to the bondholders' equity. Perhaps the Wheeling also will some day be reorganized, and if given a fair opportunity it might prove a profitable institution. The Wabash-Pittsburgh Terminal owns 51.7 per cent. of all the Wheeling's outstanding stock and this stock was deposited as additional security under the Terminal company's first mortgage bonds.

The first mortgage bonds will be assessed 30 per cent. or \$300 per \$1,000 bond to raise sufficient new money to pay off receivers' certificates and other debts. This will furnish \$9,000,000. Both the \$30,236,000 first mortgage 4 per cent. bonds, the \$20,000,000 second mortgage 4 per cent. bonds and the present \$10,000,000 stock will be wiped out, although the second mortgage bondholders will also be given an opportunity to subscribe to the plan at a price in excess of the privilege offered the firsts. Capitalization will be low and represented entirely by preferred and common stock. Preferred stock will be given in exchange for the cash assessment and common stock for the bondholders' so-called equity. The only bonds and mortgages that will be outstanding against the combined terminal and coal property will be \$383,000 West Side Belt first 5s and real estate mortgages of \$750,000 on the terminal station in Pittsburgh. The Pittsburgh Terminal Railroad & Coal Co., owned by the West Side Belt, will, however, leave its \$3,425,000 first mortgage 5s undisturbed.

HAMILTON'S JITNEYS TAXED.

Hamilton, Ont., June 25.—By a decision of the tax commissioners this afternoon, jitneys will be taxed \$3 a seat per year, and their carrying capacity strictly limited to the number of seats.

STEAMSHIPS.

ALLAN LINE

From Montreal and Quebec

CORINTHIAN June 27th for Havre-London. July 9th for Glasgow.

PRETORIAN July 9th for Havre-London. July 11th for Havre-London.

SICILIAN July 15th for Liverpool. July 17th for Glasgow.

HEBERIAN July 22nd for Liverpool. Aug. 1st for Havre-London.

CORSICAN July 22nd for Liverpool. Aug. 7th for Glasgow.

SCANDINAVIAN Aug. 1st for Havre-London. Aug. 7th for Glasgow.

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

THE ALLAN LINE

575 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-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.

Ticket Office, 9-11 Victoria St., Main 4710. Gen'l Freight Office, Foot McGill St., Main 5562.

RAILROAD NOTES

Actual construction of the United States Government Alaskan railroad has begun. Force of men, soon to number 2,000, has begun building wagon roads.

President Howard Elliot, of the New Haven Railroad, stated that the road is willing to submit its differences with the railroad clerks to arbitration.

Mr. F. L. Wanklyn, general executive assistant, C. P. R., yesterday received a cable from England notifying him that his eldest son, Captain F. A. Wanklyn, of the Royal Field Artillery, and a flight commander of the Royal Flying Corps, had been decorated with the Military Cross.

At present the various lines of the National Railways of Mexico are operated by different factions for their own account, and no money has been turned into the treasury for many months. The company is without funds to meet \$28,000,000 in notes that recently matured.

As soon as President Bush has approved a traffic agreement between the Western Pacific and the Winnemucca Northern, the former will proceed with the building of the latter from Winnemucca, Nev., to Boise, Idaho, a project for which Boise has given right of way and \$250,000 to the Western Pacific.

The Department of Trade and Commerce is calling for tenders for the transportation of one million bushels of wheat from the head of the Lakes to Montreal. This is the grain purchased by the department for the Government of New Zealand. It is believed that the railways, as well as the lake steamship lines, will tender for the contract.

Advices from Regina, Sask., state that on Saturday evening last, shortly after the eight o'clock train had left the town of Cadillac, on the Lethbridge-Weyburn extension of the C. P. R., some thieves broke into the office of the company and rifled the money drawer, securing about \$250. The Mounted Police and special service men of the C. P. R. were called to the scene of the robbery, but up to late the following evening no report had been received by the authorities.

Calgary advices state that splendid progress is being made by the Northern Construction Company with the work on the Canadian Northern Railway's McLeod line. It is expected that the task of constructing the bridges will be started within a month or so. It is estimated that about 300 men are now being employed on the work, and the grading is going ahead very fast. The C. N. R. officials have every hope that the steel will be laid in time to take out this year's crop, and it is with this in view that the work is being pushed so rapidly.

What might have been a very serious accident occurred again on Wednesday morning in the west end of the I. C. R. yard at Moncton, N.B., when the rails gave way beneath the weight of a "dinky" train and allowed the little locomotive and its cars to slide down a steep embankment. The cars turned completely over, while the locomotive did not capsize, but slid "tender first" down the dump. The engineer, fireman and brakeman were fortunate in escaping without injury. The accident was caused by the wet earth on the new "dump" which gave way beneath the weight.

The C. P. R. and Grand Trunk are constantly being asked to extend their Saturday service. During the past few years this has been done. The C. P. R. goes as far as Point Fortune, which is 50 miles from the city, winter and summer. In former years the limit was ten miles out, and that was considered very far. In the Laurentians the suburbanites' run has been extended; and with the completion of the Canadian Northern places among the hills which are now remote will be brought near hand by fast trains which will do the trip in an hour and a quarter from the city. When, however, the decision has been reached and the summer schedule is out, it requires overwhelming arguments to induce either company to make a change.

On the eastern section of the Transcontinental there are 11 miles of steel and concrete bridges, which have used in their construction 63,000 tons of steel. There are 16 steel bridges within a distance of 135 miles, and one river, the St. Maurice, is crossed three times within 67 miles. The unique feature of the system will be the great Quebec Bridge, which will have the largest single span in the world—a span 1,800 feet, or one-third of a mile. The western section, too, is remarkable for the length and number of its bridge structures. It crosses the St. Lawrence, the Nipigon, the Winnipeg, the Red River, the Assiniboine River and the Qu'Appelle. These are outstanding features of the great system which is now experiencing acute vicissitudes of fortune in its eastern section, and of which it has been said that it would not carry a ton of freight in a year, but which is now being operated by the Government, as must necessarily be the case considering the circumstances under which it has been taken over by the Government—circumstances which left it no alternative.

IMPROVED LAURENTIAN SERVICE.

Commencing Saturday, June 26th, and each Saturday thereafter, a train will leave Place Viger Station at 1.15 p.m. for St. Jerome, Ste. Agathe and intermediate stations, and from Windsor Street Station at 1.25 p.m. for Montfort Jct., Labelle and intermediate stations. A parlor car will be attached to train from Windsor Street Station and operated as far as Nantel. Folders can be had on application to City Ticket Office, Dominion Express Building or Station Ticket Office.

WANT EQUITABLE AGREEMENT IN STREET RAILWAY QUESTION

The Board of Trade has passed a resolution asking the Board of Control not to approve of any agreement in the Tramway question until an opportunity has been given to the leading commercial and labor organizations to give it mature consideration.

The Board of Trade reiterates its previous suggestion that any agreement for the extension of the Tramways franchise shall be on a fair and equitable basis, with due regard for the best interests of the citizens.

STEEL ORDERS IMPROVE.

New York, June 25.—Orders for steel continue to improve and it is estimated that United States Steel is receiving at the rate of between 40,000 and 50,000 tons of new business daily, which is in excess of capacity. New plants ordered in are expected to bring operations of United States Steel close to 90 per cent. of capacity.



COL. J. E. HUTCHISON, General Manager, Montreal Tramways Company.

The Charter Market

New York, June 25.—Steamer chartering continues light in all trades and only a limited general demand exists for tonnage. Tonnage in position to give early delivery is plentiful and owners are offering their boats at concessions from the rates last previously paid, but find it difficult to secure business of any kind.

Sailing vessel market conditions are entirely different from those of steam, tonnage being scarce and in steady request, with rates firmly sustained at the basis of last previous fixtures.

Charters: Grain—British steamer Elswick Manor (previously), 26,000 quarters, from Montreal to Avonmouth, 8s 1 1/4d, July.

Petroleum—British barque Centada, 80,000 cases from New York to Australia, basis 44 cents, per port, August-September.

Coal—British steamer Ferndene, 2,444 tons, from the Atlantic Range to West Italy, 41s, July.

British steamer Chulmleigh, 2,567 tons, same, to Barcelona, 37s, July.

Miscellaneous—British steamer Kish, 3,148 tons, (previously), trans-Atlantic trade, two round trips, 15s, deliveries United Kingdom, July.

Greek steamer Famelaris, 2,030 tons, same, six months, 14s 3d, deliveries Mediterranean, prompt.

Norwegian barque Formica, 1,145 tons, from New York to Rosario, with cement and lumber, p.t. prompt.

Norwegian motor barque Lota, 1,225 tons, from New York to Archangel with general cargo, berth, late July.

Schooner Elisha Atkin, 1,049 tons, from Baltimore to Tampa with brick, and back, with phosphate rock, p.t.

Schooner A. and M. Carlisle, 302 tons, from Hillsboro to Philadelphia, with plaster.

SIGNAL SERVICE

Department of Marine and Fisheries.

Shipping report 10.30 a.m., Montreal June 25th, 1915.

L'Islet, 40—Cloudy, northeast.

Cape Salmon, 81—Clear, calm.

Crane Island, 32—Out 12.30 a.m. Wacouta, 8.06 a.m. Magdolia and tow, 6.55 a.m. D. A. Gordon, 7.30 a.m. Calgary.

Father Point, 157—Foggy, calm. In 3.30 a.m. steam barge Pelican. Out 1.30 a.m. Rosedale.

Little Mele, 175—Dense fog, calm. Out 4.00 a.m. Lady of Gaspé.

Matane, 209—Dense fog, calm.

Cape Chatte, 234—Dense fog, calm.

Martin River, 260—Dense fog, calm. In 4.50 a.m. Corona. In 2.00 p.m. yesterday Toiler, 2.30 p.m. Percussion.

Point Escuminac—Cloudy, northeast.

Flat Point, 675—Cloudy, northeast. In 2.00 a.m. Helmer Morch. Out 7.30 a.m. Krompings Olav.

Chatham—Arrived 2.30 p.m. yesterday Marie.

Cape Race, 826—Dense fog, raining, east.

Point Tupper—Cloudy, northwest.

Quebec to Montreal.

Longue Pointe, 5—Clear, calm. In 6.30 a.m. Hochelaga, 6.25 a.m. Cadillac, 6.45 a.m. Oswagathie, 8.55 a.m. Ikala.

Vercheres, 19—Cloudy, northeast. Out 5.30 a.m. Jaques.

Sorel, 39—Cloudy, light northeast.

Three Rivers, 71—Cloudy, light northeast.

Point Clitroulle, 88—Cloudy, light northeast. In 9.10 a.m. Sin-Mac and tow.

St. Jean, 94—Cloudy, light northeast.

Grondines, 98—Cloudy, northeast.

Portneuf, 108—Cloudy, northeast.

St. Nicholas, 127—Cloudy, northeast.

Bridge, 133—Cloudy, northeast.

Quebec, 139—Cloudy, northeast. Arrived down 6.10 a.m. Empress of Fort William, 7.00 a.m. tug and tow, 6.10 a.m. Caspédia, 2.50 a.m. Florence and tow, 7.06 a.m. Montreal. Out 3.20 a.m. Calgary, 8.10 a.m. St. Irene. Arrived down 3.45 a.m. Saguenay. In 8.25 a.m. Northland. Arrived in 8.00 a.m. Manchester Merchant.

Above Montreal.

Lachine, 8—Clear, west. Eastward 2.45 a.m. Beaverton, 3.45 a.m. City of Ottawa, 7.00 p.m. yesterday Niagara.

Cascades Point, 21—Clear, west.

Coteau Landing, 33—Clear, west. Eastward 6.40 a.m. Roberval.

Cornwall, 62—Clear, west.

Galops Canal, 99—Clear, west. Eastward 3.45 a.m. F. P. Jones, 4.30 a.m. Westering, 5.30 a.m. Keynor, 6.15 a.m. Turret Cape, 8.30 p.m. yesterday Roberval, 6.00 p.m. Isabella, 9.30 p.m. Arabian, 11.15 p.m. Wahoonah. Up 3.15 a.m. Bickerdike, 5.45 a.m. Glen Allan. Eastward 6.30 p.m. yesterday Strathcona, 6.15 p.m. Keyvive.

Port Dalhousie, 298—Clear, calm. Eastward 7.35 a.m. Algonquin, 8.30 a.m. Edmonton, 8.00 a.m. yesterday Beatty.

Port Colborne, 321—Clear, west. Eastward 5.00 a.m. Ionic.

THE WEATHER MAP.

Cotton Belt—Scattered showers, heavy in parts of Texas, rather light elsewhere. Temperature, 64 to 78.

Winter Wheat Belt—Light to scattered showers in Kansas, Nebraska, Missouri and Iowa. Temperature, 62 to 74.

American Northwest—Partly cloudy, no moisture. Temperature 52 to 62.

Canadian Northwest—Scattered showers. Temperature 52 to 58.

LETHBRIDGE MUNICIPAL RAILWAY.

The gross earnings of the Lethbridge Municipal Railway from June 10th to June 17th, were \$719.13.

SHIPPING NOTES

The Adriatic has arrived at New York and the Megantic at Liverpool.

During the past week, the Standard Oil Co. of New York tank steamers Chespool and Communipaw were admitted to American registry.

The Rapida Prince, which was temporarily removed from the service on account of slight damage to her bow eleven or twelve days ago, resumed her run again yesterday. She came down from Prescott with passengers, and later returned with a good list.

Work has been started at the Great Lakes Engineering Works, Detroit, on three steamers for the Clyde Line, which are to be ready for the winter service. They will be 2,500 tons net register and will cost \$175,000 each.

Vessels owned or chartered by the Dominion Coal Company have made 84 trips to Montreal already this season, carrying approximately half a million tons of coal. If this rate is kept up the company will be in a position to carry as much coal as was carried last year if it is required of them.

Starting with the arrival on July 4 of the Canadian Pacific steamship Metagama, that company will keep up a passenger service between Canada and England. The Metagama will arrive three weeks later, and the service will be maintained by two boats at intervals of two and three weeks throughout the season.

During the period that war has been in progress more than half of the export trade of India has been done from Calcutta, the proportions being: Calcutta, 51 per cent.; Bombay, 25 per cent.; Karachi and Rangoon, 9 per cent. each; and Madras, 4 per cent. The shipments to Russia in March last were double those of March, 1914. Tea especially was in great demand. For the year ending March, 1914, the total imports of India have decreased by 20 per cent., the total exports by 27 per cent., and the re-exports by 12 per cent.

At the meeting of the Vancouver Shipmasters' Association, one of the members raised the question of Canadian ships flying the Canadian flag. He observed the British ensign with the maple leaf in a red field was not used on all Canadian ships. All of the C. P. R. coast vessels with the exception of the Princess Victoria, which is described as registered in the United Kingdom, use the Canadian flag. All vessels of the Union Steamship Company, being under Canadian registry also use it. There are some ships which prefer to use the blue ensign of Great Britain.

The Harbor Commissioners are asking for tenders for demolishing and removing the stone, brick and wooden buildings occupying the space from Marlborough street to half a block past Prefontaine St. on the south side of Notre Dame street east. The civic numbers given are from 1,596 to 1,686, inclusive. The removal of these old residences and stores is to make way for the harbor extensions planned for this section of the water-front. Already the Harbor Commission has had additional tracks laid in this section and it wants these buildings removed to make room for more of them. This property was bought three years ago by the board at \$2 a square foot, including the value of the buildings. The area of the property is 150,000 square feet. This improvement will facilitate the work of the commission greatly, and prepare for the growth which the harbor can naturally expect from year to year.

Claiming loss of \$200,000, the result of a breach of charter, the British steamship Honoreba, lying at Philadelphia, has been seized by the United States Marshal. According to the libel of the owners of the ship chartered it to the Ontario Transportation & Pulp Company for five years from December 27, 1912. The Canadian-American Company obtained a charter of the ship from the Ontario Company by an agreement of February 3, 1915. The charter period was to begin at the time of delivery. The Honoreba was turned over to the libellant at San Domingo, on May 21 last, and was hired at the rate of \$5,000 a month, payable semi-monthly. On June 19, the Donalds Steamship Company, agents for the owners of the ship, notified the corporation that cable advices had been received that the Honoreba had been requisitioned by the British Admiralty, and that she would not perform any more service under the charter of the libellant. The Canadian-American Company asserts that it has sub-let the boat and made freight engagements.

DOMINION DAY TRAIN SERVICE.

Place Viger Station.

Wednesday, June 30th.

5.20 p.m. for Labelle 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 Labelle, arriving Montreal 9.15 p.m. stopping Val Morin, St. Margaret, Ste. Adele, Shawbridge.

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

7.30 p.m. from Ste. Agathe, arriving 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 Labelle 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. for Point Fortune making all stops.

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

THE MINNESOTA'S ROUTE.

New York, June 25.—The local office of the Great Northern Railway has received no advice to the effect that steamship Minnesota will omit Vladivostok as a port of call on her next voyage out from Seattle.

It is said here that on the original Russian contracts, the routing for powder and shrapnel was by way of Vladivostok, but orders have been received to disregard this original routing and the munitions will be shipped by way of New York and Archangel.

RAILROAD EQUIPMENT ORDERS.

New York, June 25.—Equipment situation continues to improve. Inquiries from domestic railroads include between 5,000 and 10,000 cars in addition to number of locomotives. Inquiries for cars from Europe are expected to be closed soon. Foreign rail inquiries aggregate at least 200,000 tons.

WESTERN HEMISPHERE HAS 52 P.C. OF WORLD'S TOTAL RAILWAY MILEAGE

The railroad mileage of the world increased 15,000 miles in 1914, and now amounts to 684,614 miles, of which 27 per cent. is in the United States and 52 per cent. in North and South America. These are the figures of the Royal Prussian Department of Public Works, translated by the Bureau of Railway News and Statistics of Chicago.

North and South America have 353,467 miles; Europe, 214,665; Asia, 67,651; Africa, 17,472; Australia, 21,959.

The mileage in the United States is 254,769; Germany 39,513; European Russia 38,563; Brit. India 24,372; France, 31,727; Canada, 29,233; Austria-Hungary 28,441; Great Britain, 23,385; Argentina, 20,591; Mexico, 15,805; Brazil, 15,491; Italy, 10,322; Sweden, 8,984; Japan, 6,811.

Belgium remains at the head in proportion of railway mileage to area, having 48.1 miles per 100 square miles. Next are Saxony, with 34.1 miles; Luxembourg, 32.5; Baden, 25.6; Alsace-Lorraine, 23.3; Great Britain, 19.3; all Germany, 19.0; Switzerland, 18.8; Bavaria, 18.2; Wurtemberg, 18.0; Prussia, 17.5. The United States has only 7.1 miles per 100 square miles (including Alaska) though many of its states are better provided than European countries. New Jersey are having 30.7 miles; Massachusetts, 26.2; Pennsylvania, 25.7; Ohio, 22.4; Illinois, 21.4, etc.

In relation to population, Western Australia leads the world with 72.5 miles per 10,000 inhabitants. Europe has only 4.9 miles, its best single record being Sweden with 15.4 miles. The United States, in contrast, has 26.3 miles per 10,000 inhabitants. China is poorest, with less than one-fifth of a mile per 10,000 population.

NIPISSING'S BULLION SHIPMENTS.

Cobalt, Ont., June 25.—Nipissing has just shipped almost two hundred bars of bullion.

The shipment consisted of 199 bars, contained 256,769.74 fine ounces, and was valued at \$122,883.82. It was consigned to New York.

Since the commencement of the present year the big mine has shipped over three million ounces of silver, the exact figures being 3,137,942.03, and the total value \$1,564,155.05.

POSTPONES INTEREST PAYMENTS.

Chicago, June 25.—Judge Carpenter put over until Saturday morning the decision regarding the proposed payment of Chicago, Rock Island and Pacific Railroad bond interest and mortgage obligations maturing July 1st together with receivers' certificates, and until Monday morning the question of paying the \$500,000 interest due July 15 on the \$20,000,000 debenture bonds.

CANADIAN NORTHERN EARNINGS.

C. N. R. gross earnings for the week ending June 21st were \$279,900, a decrease of \$127,200.

RAILROADS.

GRAND TRUNK RAILWAY SYSTEM

THE DOUBLE TRACK ROUTE, 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.

TIME TABLE CHANGES.

Effective June 27. Information now in Agents' hands.

DOMINION DAY.

Single First Class Fare. Going July 1st; Return same date.

First Class Fare and One-Third. Going June 30th and July 1st.

Returning July 2nd, 1915.

OTTERBURN PARK — JULY 1st.

Round Trip from Montreal 85c.

Leave Montreal 8.00 a.m.; returning arrive Montreal 6.50 p.m.

122 St. James St., Cor. St. Francois Xavier—Phone Main 598.

Windsor Hotel Uptown 1187

Bonaventure Station Main 3129

CANADIAN PACIFIC

CHANGE IN TIME.

IMPROVED QUEBEC SERVICE.

In effect June 25.

19.00 a.m. *1.30 p.m. *11.30 p.m. *Daily except Sunday. *Daily.

IMPROVED LAURENTIAN SERVICE.