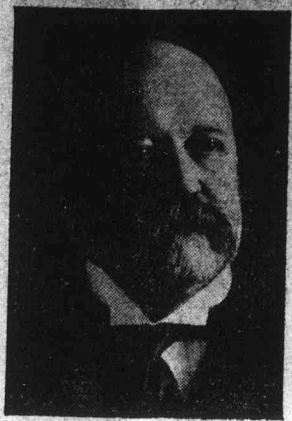


The War Day by Day

1914:
 June 28—Archduke Francis Ferdinand assassinated.
 July 23—Austria sends ultimatum to Serbia.
 July 31—Russia orders general mobilization.
 August 1—Germany declares war on Russia—French Cabinet orders general mobilization.
 August 2—German forces enter Luxembourg—Germany addresses ultimatum to Belgium demanding free passage for her troops.
 August 4—England sends ultimatum to Berlin, demanding unqualified observance of Belgian neutrality—Germany rejects ultimatum—German troops begin attack of Liege—President Wilson issues proclamation of neutrality.
 August 5—England announces existence of state of war with Germany—President Wilson tenders his good offices to the warring nations.
 August 7—Germany enters Liege—French invade southern Alsace.
 August 8—Italy reaffirms neutrality.
 August 15—Austrians enter Serbia—Japan sends ultimatum to Germany.
 August 17—British expeditionary force completes its landing in France—Beginning of a five days' battle in Lorraine, ending in repulse of French across frontier with heavy loss—Beginning of five days' battle between Serbians and Austrians on the Jadar, ending in Austrian rout.
 August 20—Germans enter Brussels—Belgian army retreats on Antwerp.
 August 23—Germans enter Namur and begin attack on Mons—Austria announces victory over Russians at Krasnik.
 August 24—British begin retreat from Mons—Zeppelin drops bombs into Antwerp.
 August 25—Mouhausen evacuated by the French.
 August 27—Louvain burned by Germans—Japanese blockade Tsing-tau.
 August 28—British fleet sinks five German warships off Heligoland.
 August 29—Russians defeated in three days' battle near Tannenberg.
 September 2—German advance penetrates to Creil, about 30 miles from Paris, and swings eastward—French centre between Verdun and Rheims driven back—Seat of French Government removed to Bordeaux.
 September 3—Russians occupy Lemberg.
 September 5—Battle begins south of the Marne and east of Paris in which the German right wing is pushed back, followed by a general retreat.
 September 7—Mauhausen taken by the Germans.
 September 12—German retreat halts on the Aisne.
 September 16—Belgian commission protests to President Wilson against German "atrocities."
 September 20—Germans bombard Rheims and injure the famous Cathedral.
 September 22—German submarine sinks British cruiser Aboukir, Cressy, and Hogue in the North Sea—Russians capture Jaroslavl and Invest Przemysl.
 September 25—British troops from India land at Gallipoli.
 September 28—Germans begin siege of Antwerp.
 October 2—End of week's battle at Augustowa in which the Germans are defeated and forced out of Russian territory.
 October 5—Belgian Government removed from Antwerp to Ostend.
 October 7—Bombardment of Antwerp begins—Japanese seize Caroline Islands.
 October 9—Antwerp occupied by the Germans.
 October 12—A Boer commando in the Cape Province mutinies.
 October 13—Belgian Government transferred from Ostend to Havre.
 October 14—Allies occupy Ypres—Battle begins on the Yser.
 October 15—Ostend occupied by the Germans.
 October 16—British cruiser Hawke sunk by German submarine.
 October 18—Belgian army effects junction with Allied left, battle on from Channel coast to Lille.
 October 20—English gunboats participate in battle at Newport on Belgian coast.
 October 24—Ten days' battle before Warsaw ends in German defeat.
 October 27—South African sedition spreads, Gen. De Wet in revolt—Russians pursue retreating Germans and re-occupy Lodz and Radom.
 October 28—Berlin admits retreat from Warsaw and Ivanograd.
 October 29—Turkey begins war on Russia by naval attacks on Odessa, Novorossiysk, and Theodosia in the Crimea.
 October 30—Col. Maritz, rebel leader in Cape Province, beaten and driven out of the colony.
 November 1—A squadron of five German cruisers, including the Gneisenau and Scharnhorst, defeat a British squadron off Coronel, on the coast of Chile—Turks bombard Sebastopol.
 November 3—German squadron makes a raid to British coast near Yarmouth.
 November 4—German cruiser York strikes mine in Jade Bay and sinks—Heavy fighting around Ypres.
 November 5—England and France declare war on Turkey—Dardanelles forts bombarded—Russians re-occupy Jaroslavl.
 November 6—Tsing-tau surrenders to the Japanese.
 November 7—Russians reach Plehschen in Silesia and enter East Prussia.
 November 10—The Emden defeated, and forced ashore at North Keeling Island in Bay of Bengal, by Australian cruiser Sydney.
 November 11—Germans capture Dixmude—German submarine sinks British gunboat Niger off Deal.
 November 12—Russians occupy Johannsburg in East Prussia—Russians defeated in Vitolavsk.
 November 15—Russians defeated at Lipno and Kutno—Battle in Flanders attains climax with charge of the Prussian Guard against Ypres.
 November 16—The Sheikh-ul-Islam at Constantinople proclaims a Holy War against the Allies—British House of Commons votes a war loan of £225,000,000.
 November 19—House of Commons votes a new army of 1,000,000 men—More than 1,100,000 men already under arms, exclusive of Territorials—Germans pierce Russian centre south of Lodz.
 November 26—British battleship Bulwark destroyed by explosion in the Medway River—Germans break through Russian circle near Lodz.
 December 1—German Reichstag votes new credit of five billion marks—King George visits the army in Flanders.
 December 2—Austrians take Belgrade by storm—Gen. von Wet captured.
 December 3—London War Office announces landing of Australians and New Zealanders in Egypt—Italian premier in Parliament finds no reasons for a change of policy—Serbians turn on Austrians in three days' battle which ends in a notable Serbian victory.
 December 5—Germans occupy Lodz.
 December 7—French attack to the north of Nancy repulsed.

December 8—The German squadron under Rear-Admiral von Spree is attacked in the South Atlantic off the Falkland Islands by a British fleet under Admiral Sturdee, and the cruisers Scharnhorst, Gneisenau, Leipzig and Nürnberg are sunk—British occupy Busorah, in Asia Minor.
 December 12—British submarine sinks the Turkish battleship Mesudieh in the Dardanelles.
 December 15—Austrians evacuate Belgrade.
 December 16—German cruisers bombard Scarborough, Hartlepool, and Whitby on English coast.
 December 17—Berlin announces general Russian retreat in Poland—Survivors of Emden captured.
 December 18—Egypt proclaimed a British protectorate—Gen. Betha regards Boer rebellion at an end.
 December 23—French Chamber votes war credit of eight and a half billion francs.
 December 25—British naval and aerial raid against Cuxhaven—Russians defeat Austrian army at Tuchov near Tarnow—German offensive in Central Poland halted—Italian marines occupy Avlona.
 December 28—French occupy St. Georges near Niueport.
 1915:
 January 1—British battleship Formidable sunk in the Channel.
 January 3—French capture Steinbach, east of Thann.
 January 3-4—Russians win decisive victory, over Turks in the Caucasus at Sarikamych and Ardahan—Russians overrun Bukovina and enter Carpathian passes.
 January 5—French advance across Aisne north of Soissons.
 January 13—Turks occupy Tabriz—Count Berchtold resigns.
 January 14—French driven back across Aisne River, east of Soissons, after a week's battle—Russian advance in Mlawa region.
 January 15—British victory at La Basse reported, Germans being forced back one mile. The French cut off from reinforcements by floods, driven back at Soissons.
 January 16—French partly retrieved losses—News of gallant charge by Princess Patricia's Infantry reached the outside world.
 January 17—Russian official statement told of extermination of 11th Turkish army corps.
 January 19—German Zeppelin raid England killing four civilians and damaging property with bombs.
 January 20—British Government refuses to guarantee "Dacia" will not be seized but offers to buy cargo or deliver it.
 January 24—British fleet under Vice-Admiral Sir David Beatty defeated German squadron in North Sea, sinking the battle-cruiser Bluecher, and the light cruiser Kolberg.
 January 26—All stocks of wheat in Germany seized by Government.
 January 28—First fighting in Egypt near Suez Canal reported.
 February 2—British again repulsed Germans at La Basse, and advanced. British fleet ordered to treat cargoes of grain and flour consigned to Germany and Austria as conditional contraband.
 February 3—British Parliament, at opening of session, decided to confine itself to Government measures.
 February 4—Announcement made that finances of Britain, France and Russia for the purposes of the war will be pooled.
 February 5—Turks driven back from Suez Canal with heavy losses.
 Feb. 6—British liner Lusitania arrives at Liverpool flying American flag.
 Feb. 8—British Government introduces "blank cheque" budget providing for army of 3,000,000 men.
 Feb. 9—Russians begin to evacuate Bukovina before Austro-German advance.
 Feb. 10—U. S. Government sends note to Britain pointing out danger of using neutral flag and note to Germany warning against menacing lives or vessels of Americans—Canadian budget provides for tariff increases of 7 1/2 per cent. and 5 per cent. preferential.
 Feb. 12—British aviators raid Ostend and surrounding districts, damaging submarine bases.
 February 13—Russian retreat in East Prussia announced.
 February 16—Announcement made that between 300,000 and 600,000 of new British army, including Canadian contingent, have landed in France.
 February 17—Forty Allied aeroplanes attacked German positions on Belgian coast.
 February 17—Britain's complete reply to American note on shipping question made public, British pointing out that the United States troubles were due to German mines, and not British navy.
 February 18—German "war zone" edict goes into effect.
 February 22—First American ship, the Evelyn, sunk by German mine.
 February 23—Allies announce that retaliatory measures will be adopted against submarine blockade. German advance turned by Russians in the eastern theatre.
 February 24—Loss of British armed merchant cruiser Clan MacNaughton with 280 men announced.
 February 25—Outer Dardanelles forts reduced by allied fleets.
 February 26—Russians defeat Germans in Przasnysz region. Wreckage picked up near Christiansand indicates loss of German submarine U-9.
 February 28—Dacia arrested by French cruiser.
 March 1—Agreement said to have been reached between Allies, giving Russia future free passage through Dardanelles. Great Britain announces that Germany will be blockaded.
 March 4—German submarine U-8 sunk by Dover flotilla.
 March 6—Russian Black Sea fleet sails for Bosphorus forts.
 March 7—Greek cabinet resigns on account of war policy.
 March 9—Three British steamers sunk by submarines.
 March 10—German submarine U-12 sunk. British win important victory near Le Bassee. German converted cruiser Prinz Eitel Friederich arrived at Newport News.
 March 12—Admiralty announces loss of auxiliary cruiser Bayano, with 190 men.
 March 14—German cruiser Dresden sunk.
 March 17—German cruiser Karlsruhe reported sunk.
 March 18—British battleships Irresistible and Ocean, and French battleship Bouvet sunk in Dardanelles action.
 March 21—Fall of Przemysl announced.
 March 24—Allied army landed on Gallipoli Peninsula.
 March 25—Admiralty announces German submarine U-29 believed to have been sunk.
 March 26—Russians win victory, giving them dominating positions in Carpathians.

(Continued on Page 3.)



MR. F. L. WANKLYN, Director Dominion Coal Company. One of his boats, the Cabot, has been lost.

SHIPPING NOTES

The Cadiz is at New York and the Bergensfjord at Bergen.
 The Allan liner Gramplan will arrive in Quebec Sunday afternoon and in Montreal on Monday, carrying mail, passengers and freight.
 Thirteen million bushels of grain have been shipped from the elevators of the Harbor Commission up to date. It is estimated that about 11,000,000 bushels have been brought down in lake boats.
 Arrangements have been made for salvaging the steamer Tunisianna, which was torpedoed off Lowestoft on Wednesday last by a German submarine. After being hit the Tunisianna was beached nearby and her crew landed.
 The Thomson liner Fremona, which left here last July, now returns to take a cargo which was to have been taken by the Iona, recently sunk by a German submarine. This vessel made a fine passage from Portland, near Bristol, leaving there on June 13, and arriving here just 11 1/2 days later. This vessel has been used since the war started, first as a transport ship between England and France, and later to carry horses. Captain Mellis is in charge.
 The Dominion Coal Company's steamer Cabot, commanded by Captain Lintlop, bound from Charlottetown, P.E.I., for Sydney, turned over at 11 o'clock, on Thursday night off the Prince Edward Island coast and went to the bottom. All hands were saved. Her water ballast tank burst at 10 o'clock, and in an hour she was on her port beam ends and sank. The captain and crew took to the two boats, and after twelve hours they were picked up and landed at Hastings, C.B.
 It is estimated that half of the crews of the Hamburg-American vessels detained abroad have reached home. In calculating the cost of maintaining the ships now held up by the war Syren and Shipping says: "Taking the Vaterland, and assuming that half her crew are standing by, the monthly wage bill would be over £3,000; the victualling bill £1,400. Coal would cost £500; and deck and engine stores, £100; while, in addition, there would be port charges and pier rent. Taking, therefore, a moderate estimate of the charges incurred respecting the tonnage lying up abroad, 250,000 is a reasonable sum to assign."

INCREASES EMPLOYEES WAGES.

Toledo, Ohio, June 26.—Willys-Overland Automobile Company announces that the wages of its 10,500 employees will be advanced 5 per cent. beginning July 15. The increase is voluntary and will add \$520,000 to the yearly pay roll.

STEEL DIVIDENDS MAY BE RESUMED.

Chicago, June 26.—Inland Steel stockholders expect quarterly dividends of 1 1/2 per cent. will be resumed on the stock at the meeting on July 27. It is also expected the directors will declare an extra dividend to make up for at least part of that omitted at last three quarterly meetings.

BUSINESS MEN OPPOSE UNITED STATES-OWNED SHIP LINES

Washington, D.C., June 26.—An overwhelming defeat for all forms of Government participation in the ownership of a merchant marine for this country, excepting only for a plant to establish a Government fund of \$30,000,000 to be loaned to corporations or persons as first mortgages on vessels, is recorded by the Chamber of Commerce of the United States which today announced the result of its referendum on the various phases of the merchant marine subject.
 Government ownership of a merchant marine was defeated by a vote of 82 to 698; Government ownership with private operation by 54 to 711, while ship subsidies sufficient to offset the difference in the cost of operation of vessels under the American flag with deep-sea ships under foreign flags was approved by a vote of 558 to 186. Postal subsidies were approved 718 to 48.
 The referendum also favors the establishment of a Federal Shipping Board to amend the navigation laws and to supervise their administration, and a lowering of the speed required in mail-carrying ships under the law of 1891, as well as a law abolishing deferred rebates and a Federal license law for all ships using American ports. The proposed loan plan, which was the only one approved requiring the Government to participate financially, was carried—422 to 314.
 In view of the fact that the Wilson Administration has never formally abandoned the shipping bill, fought out in the last Congress, which provided for Government ownership of a marine, and in view of the prominence given to the subject at the recent Pan-American Conference, the referendum among the prominent business men of the country which has resulted adversely is regarded here as particularly significant.
 Probably no other question which the Chamber of Commerce of the United States has submitted to a referendum of its members has caused such wide discussion. More than six hundred Chambers of Commerce and trade bodies covering every State were canvassed. The voting took six weeks.

RAILROAD NOTES

All the points at issue between the New Haven Railroad and its 1800 freight clerks have been amicably settled.
 Auctions of town sites along the route of the U. S. government railroad between Seward and Fairbanks, Alaska, will begin at Ship Creek on July 9.
 The loaded car movement of the Chicago & North-western in May was 105,538 and that of the Rock Island 101,257, as against 100,767 and 101,501 respectively for the same month a year ago.
 Proposed increases in the freight rates on coal over roads operating from the Illinois mines to Chicago and points in Wisconsin and North Dakota were suspended until December 29 by the Interstate Commerce Commission.

While at work painting in the yards of the Grand Trunk Railway, at Point St. Charles yesterday, James Anthony was struck by a shunting engine, and received injuries from which he died in the ambulance on his way to the General Hospital. The victim lived at 440 Bourgeois street, Point St. Charles. The body was taken to the morgue, where the inquest will be held this morning.

Cut in two by an engine of the C. P. R. while crossing the tracks at St. Germain street, an aged man lost his life at 4 o'clock yesterday afternoon. The body was taken to the morgue, but has not yet been identified. The remains are those of a man about 55 years of age. No letters or articles by which identification could be established were found, but a pipe, prayer beads, a watch and \$5.21 in money were found in his pockets.

In the assize court at Parry Sound, on Wednesday before Justice Chute, the action of George Seenev against the Canada Chemical Company and the Canadian Northern railway for \$15,000 damages for injuries received from being caught between two cars, was completed after a trial of parts of three days, and the jury found in favor of plaintiff on all the questions submitted to them by the judge, and assessed the damages at \$1,400 against the two companies jointly.

The first train over the C. N. R. from Edmonton to Calgary by way of the Camrose cut-off, left the Edmonton depot on Monday morning with a good complement of passengers. A number entrained at the C.N.R. depot in the city and went by way of the Edmonton Pacific and Yukon to the south side, where a number of other passengers boarded the train. Mr. Browne, general superintendent of the C.N.R., stated that the experiment was a success and proved that the lower fares and the shorter time over the C.N.R. between Edmonton and Calgary would make it a most popular route.

The court yesterday granted the dilatory exception, as well as the defendants' motion for particulars in the case of Mrs. Margaret Herges against the Central Vermont Railway for \$25,000 damages on account of the death of her husband on February 2, 1915. Deceased was a fireman employed by the Grand Trunk Railway, and met his death when, it is alleged, a Central Vermont train coming into the Bonaventure station at a high speed in spite of the semaphore, crashed into Herges' train, killing him instantly. The company made a motion in the Practice Court asking for delay to enable them to fake proceedings against the Grand Trunk Railway Company in warranty. The Central Vermont alleges that it has an agreement with the G. T. R. by which the latter company is obliged to indemnify them in respect of all claims for damages while the Central Vermont trains are running over the G. T. R. tracks. The plaintiff's attorneys claim that this agreement does not and cannot affect the plaintiff's action.

TRAIL SMELTER RECEIPTS.

The total amount received at Trail last week was 3,908 tons. During the corresponding week of last year, the tonnage amounted to 8,307. Receipts from the first of October, 1914, to June 17th, were 302,048 tons. The total for the corresponding period of 1914 was 254,349 tons. The following table shows the receipts from the various mines for the week, as well as the totals for the year to date:

Company's Mines—	Week.	Year.
Centre Star	5,164	131,631
Le Roi	2,147	97,076
Sullivan	1,065	31,890
Other mines	1,532	42,449
Total	9,908	303,046

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, St. 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 Offices.

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,
 3:20 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. from St. Jerome, making all stops.
 5:00 p.m. from Labelle, arriving Montreal 3:15 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. 488.

PARLOR CAR SERVICE.
 For Nantel leave Place Viger Station 4:15 p.m. Wednesday, June 30th, returning Thursday, July 1st, en 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, arrive Montreal 9:55 p.m., making all stops.

STREET RAILWAY EARNINGS CUT BY COMPETITION OF JITNEYS

Philadelphia, Pa., June 26.—There has been considerable agitation over the operations of jitney buses in this city, officials of the Philadelphia Rapid Transit Co. having stated before council's law committee that the inroads made by the jitneys into the company's earnings amounted to \$3,900 per day.
 From a consideration of recent earnings of street railway systems in the smaller places it appears that instances in as large a ratio as the metropolitan trolley lines.

Below is presented a table showing latest monthly gross earnings of a list of trolley systems alone compared with last year, selected from various parts of the country:

May gross—	1915.	1914.	Dec.
Harrisburg Railways	\$76,747	\$87,050	\$16,200
York Railways	63,006	67,300	4,274
Grand Rapids Railway	83,353	101,154	18,100
Youngstown & Ohio	22,890	21,063	1,827
Youngstown & Southern	12,913	13,357	439
Dallas Electric	131,945	179,965	47,100
Jacksonville Traction	52,076	62,826	10,750
Portland (Me.) R. R.	75,238	77,306	2,068

RAILROADS.

CANADIAN NORTHERN

DOMINION DAY
 Single Fare.
 Going July 1st. Returning July 1st.
 Fare and one-third.
 Going July 30th and July 1st.
 Return limit, July 2nd, 1915.
HOTEL LAKE ST. JOSEPH,
 22 miles from Quebec—5 miles from Valcartier.
NOW OPEN.
 Through sleeper from Montreal.
 For tickets, reservations, etc., apply City Passenger Agent, Canadian Northern Railway, 229 St. James Street, Montreal. Tel. M. 6576.

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 map and popular resorts.
MONTREAL — NEW YORK.
 8:50 a.m. ex-Sun.; 8:30 p.m. daily.
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 Sagua 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.
INTERNATIONAL LIMITED.
 Canada's train of superior service.
LEAVE MONTREAL 10:15 A. M. DAILY.
 Pullman Sleeping and Observation Cars and Parlor 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 6992
 Windsor Hotel Uptown 1119
 Bonaventure Station Main 8225

CANADIAN PACIFIC

CHANGE IN TIME.
IMPROVED QUEBEC SERVICE.
 In effect June 26.
 19:00 a.m. *1:30 p.m. *11:30 p.m.
 *Daily except Sunday. *Daily.
IMPROVED LAURENTIAN SERVICE.
 In effect June 26th.
 From Place Viger.
 1:15 p.m. Sat., St. Jerome, Ste. Agathe and intermediate Stations.
 1:25 p.m. Sat., Montfort Jct., Labelle and intermediate Stations.

CORNWALL.
 In effect until June 26, 1915.
 9:00 a.m. ex. Sunday. 7:30 p.m. ex. Sunday.
 In effect commencing June 28, 1915.
 7:20 a.m. ex. Sunday.
 Ste. Anne-Vaudreuil-Point Fortune Extra Service.
 Lv. Windsor St. 7:30 p.m. ex. Sunday.
 Lv. Point Fortune 9:20 p.m. daily.
 Ar. Windsor St. 11:15 p.m.
 Making intermediate stops.

WHITE MOUNTAINS & MAINE COAST.
 Portland, Old Orchard, Kennabunk Beach.
 Commencing June 25th—9:25 a.m., 9:05 p.m.
 Through Parlor Cars on day train. Standard Sleepers on night train.

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

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

HOMESEEKERS' EXCURSIONS.
 Every Tuesday.
 Tickets Good for Sixty Days.
 Winnipeg, Edmonton, & Int. Stations.
 10:15 p.m.

TICKET OFFICES.
 141-143 St. James Street. Phone Main 3125.
 Windsor Hotel, Place Viger and Windsor St. Station.

The War Day by Day

(Continued from Page 2)
 June 27—Over 130 lives lost when British battleship HMS Hood was sunk.
 June 28—Russian Black Sea Fleet shelled.
 June 29—British steamer Harpaluce, sunk off New York State, and under charter to British transport. British submarine sunk off Cape Cod.
 June 30—German auxiliary cruiser Kiwig, sunk off Cape Cod.
 July 1—Field-Marshal French gives British ultimatum to return to port at Newport News.
 July 2—Disorganization of infantry war does not being observed.
 July 3—"Soldiers Vote" bill passed Dominion Parliament.
 July 4—Turkish torpedo boat sunk by British transport. British submarine sunk off Cape Cod.
 July 5—British capture Hill 60 south of Ypres.
 July 6—Turkish Black Sea Fleet cut off from Bosphorus.
 July 7—Allies land 20,000 troops near Ypres.
 July 8—U.S. refuses to place export of arms—Announcement made that 26 divisions of 750,000 men in France are being retrained.
 July 9—Brilliant rally of Canadian troops lost ground and guns in battle of Ypres. This was the first serious engagement since the Canadian division took part, and the casualties were heavy, many being killed or wounded.
 July 10—Reports of serious risings in Persia received from Straits Settlements.
 July 11—British submarine sunk off Cape Cod.
 July 12—German attempts to break Allied lines definitely stopped.—Women's League of Canada in England send to the result of the recent heavy casualties.
 July 13—German attempts to break Allied lines definitely stopped.—Women's League of Canada in England send to the result of the recent heavy casualties.
 July 14—American steamer Gulfport lost off Scilly Islands—Two German boats and British destroyer Recruit engaged in North Sea.
 July 15—Canadian casualties in Ypres fight are announced.
 July 16—War costing Britain \$5,000,000,000 and national debt already doubled, says George in budget speech.
 July 17—Russian lines reorganized after German attack.
 July 18—Canadian liner Lusitania torpedoed off the coast of Ireland. Loss of 1,500 passengers being saved.
 July 19—Americans announce capture of Llandovery Castle, north of Arras.
 July 20—American note calls on Germany to recurrence of submarine outrages and to renounce for American losses.
 July 21—Russians routed Austrians in Bukovina, 20,000.
 July 22—British army to use gas in future.
 July 23—Military authorities take control of railways.
 July 24—Premier Asquith announces that coalition cabinet will be formed in England.
 July 25—Germans took Russian port of Riga.
 July 26—Italy declared war on Austria-Hungary.
 July 27—German's Galician campaign started.
 July 28—New British Coalition Cabinet formed.
 July 29—Italian troops cross Austrian border.
 July 30—Lombardy to Adriatic.
 U. S. steamer Nebraskan torpedoed by German submarine.
 Italy declares blockade of Austrian coast.
 British battleship Triumph sunk in the Tyne.
 July 31—British battleship Majestic sunk in the Tyne.
 Details and mine layer Princess Irene sunk off the coast of Norway.
 Admiral Sir H. B. Jackson appointed Field-Marshal.
 July 1—Italians continue advance and threaten Vienna.
 Canada has 56,000 troops overseas.
 July 31—German airship dropped bombs on London.
 German reply to Lusitania note received.
 German minister, asking for information what kind of ship the sunken liner was a sinking she carried guns.
 July 1—Second Canadian division complete.
 July 2—Allies' further progress announced, having been extended and consolidated in Flanders.
 July 3—Italians have penetrated 13 miles into Austria.
 German Ambassador to U. S. arranges envoy to explain President's views on Lusitania to the Kaiser.
 July 4—Przemysl recaptured by Austro-Germans. Russian army retreating to new positions after severe defeat.
 July 5—British advanced along three mile front in Flanders.
 July 6—First important battle of Italian campaign starts for possession of Tolmino.
 July 7—Britain and Italy reach agreement regarding financial co-operation.
 July 8—Announcement of immediate appeal for 100,000 men for another Canadian Contingent.
 July 9—Following disagreement in policy toward Italy on Lusitania question, U. S. Secretary of State Bryan resigned.
 July 10—Italians took Monfalcone. U. S. not to take on rights of neutrals.
 July 11—Allies advance to within four hours march of Gallipoli. Austro-German division wiped out.
 July 12—Italians took Monfalcone.
 July 13—Ex-Premier Venizelos and war party returned to power at elections.
 July 14—Karlsruhe bombarded by Allied aviators.
 July 15—Destruction of all Dardanelles forts announced, movable batteries only remaining for defence of the Straits.
 July 16—On new line of defence Russians make advance to save Lemberg. New British munitions prepared to control manufacture of material.
 July 17—Russian retreat from positions on Weresez river became general.
 July 18—\$5,000,000,000 provided for new British war loan.
 July 19—Lemberg captured by advancing German army.
 July 20—Enrolment of munitions in England closed.