THURSDAY MORNING

IBOLISH RESERVATIONS OF PULLMAN CAR BERTHS

Chairman Mabee of Railway Board Suggests Change That Companies Seem Inclined to Accede To.

The consideration of the sleeping and parlor car tariff readjustment was yesterday deferred to an Ottawa session on June 21 by the Dominion Railway Board. Counsel Beattle of the C.P.R. was not ready to go on, as he wanted to import experts on this branch of the tariff question from California and British Columbia. The Pullman Company will be made a

California and British Columbia. The Pullman Company will be made a party to the case.

"We should like to know, Mr. Biggar, why the price of an upper berth should not be reduced to \$1.50, where a lower one is \$2?" said Chairman Mabee to the Grand Trunk solicitor.

Mr. Biggar reminded the board of the Grand Trunk's agreement with the Pullman Company.

Grand Trunk's agreement with the Pullman Company.

"What has that to do with the matter if we think that the public is paying too much? There are two or three things that must be justified or remedied," said Chairman Mabee. "If I go to a sleeping car office with my \$2. I cannot get a berth if there are names ahead of me, even tho no money has been deposited with the names. It's a rotten system that enables one man to reserve a berth by phone, while another man hangs about the reservation office with \$2, but, unable to reserve his berth."

Counsel for the C.N.R., the C.P.R., and the Grand Trunk sprang a mild surprise by agreeing with the chairman. The reservation system should be changed, tho a passenger at a distance should still be able to secure a berth by wire.

Express Charge on Horses.

The enquiry into the possible readastment of express companies tariffs
enerally was resumed after a p.m. The
hase of excessive charges on thorored show horses was presented by
feestre. Geo. Pepper, Beith, T. A.
Zrow and Supt. Smith of the Union
took Yards

Stock Yards.

Mr. Pepper urged that show horses be put on the same footing as racehorses by the express companies; that the same number of attendants be allowed, namely, 6. The practice of the railways' freight departments had been to carry horses to horse shows and exhibitions free; but this was cut off two years ago. He would like to see the minimum weight of 10,000 pounds removed. This meant that it cost as much to ship one or two or three horses as it would to ship 12 or 15, and oftentimes the owner hadn't that many. He considered also that there was discrimination in charging \$15 to take on or unload a high-class horse en route as against \$10 for a low class; considering the fact that they were accepted originally at the same rate.

The freight departments allowed

The freight departments allowed horses to travel to fairs one way free, while it cost \$100 each way per horse from Toronto to Ottawa by express.

Slow in Transmission.

T. A. Crow supplemented the above objections by the assertion that simpling by freight was impracticable be-

cause one never knew when his horse was going to land. His horses had required from Saturday to Wednesday

THE KILLING OF DOGS.

No. 2, Agnes-street; No. 4, Wilton-avenue; No. 5, Yonge-street; No. 6, Cowan and Queen; No. 7, Ossington-avenue, and at the pound, West Kingstreet, just beyond the subway. Any person wishing to have a cat or dog put to death can have this done by taking the animal to any one of the above mentioned places. Should it be desired to have that done at your home, the humane society will tell home, the humane society will tell

Short Outings at Low Rates. The Grand Trunk Railway System will issue return tickets to a great many points in Ontario at single fare. with ten cents added, good going Sat-urday or Sunday, returning any train Monday of Sunday, returning any train Monday, following date of issue. Ticket ets and full information at City Ticket Office, northwest corner King and Yonge-streets. Phone Main 4209.

BODY FOUND IN PORT DAL-HOUSIE HARBOR.

PORT DALHOUSIE, May 25 .- The body of a drowned man was found floating in the harbor here just below lock No. 1, about 4 o'clock this afterneon. He has not been identified yet, and probably had been in the water

Homeseekers' Low Rates to Western Canada

via Chicago and Northwestern Raji-way, from all points in Canada, May 17, 31, June 14 and 28. Excellent train service from Chicago via St. Paul or Duluth to Winnipeg and all points in the Canadian northwest. For full particulars address B. H. Bennett, general agent, 46 Yonge-street, To-

Where to Look for the Comet. Prof. Blake gives the following directions for seeing the comet: Look to the western horizon, slightly to the south, at about 9 o'clock, and the com-

Dr. B. E. Hawke, 21 Wellesley-street, Toronto, makes a specialty of all dis-eases of the lower bowels. Piles, fis-sures, etc., successfully treated with-out operation. Write for free booklet.

Steamer Sunk, No Lives Lost. ROCKLAND, Me., May 25.—The passenger steamer James T. Morse, which

Imperial Bank of Canada

Proceedings of the Thirty-fifth Annual General Meeting of the Shareholders

Held at the Banking House of the Institution in Toronto, on Wednesday, the 25th May, 1910

The Thirty-fifth Annual General Meeting of the Imperial Bank of Canada was held in pursuance of the terms of the charter at the Banking House of the institution, 25th May, 1910.

The Directors have much pleasure in submitting to the Shareholders their Thirty-fifth Annual Report and Balance Sheet of the affairs of the Bank as on 30th April, 1910, together with the result of the operations of the Bank for the year which ended on that day.

the Bank for the year which ended on that day.

The net profits of the Bank, after making full provision for all bad and doubtful debts, for interest on unmatured bills under discount, and for the payment of all Provincial and other Taxes, amounted to \$702,508.61, which has been applied as follows:

(a) Dividends have been paid at the rate of 11 per cent.

per annum, amounting to \$550,000.00

(b) Bank Premises and Furniture Account has been credited with \$48,851.67

(c) Employees' Pension and Guarantee Funds have been credited with \$7,500.00

(d) Profit and Loss Account has been increased by \$6,356.94

In addition to the Branches referred to in the last Annual Report as being about to be opened, the following additional Branches have been established during the year: In Ontario, at Adelaide and Victoria Streets (Toronto); at Nashville and at Jordan and Vineland (Niagara District); in the Province of Saskatchewan, at Fort Qu'Appelle and Saskatoon; in British Columbia, at Moyle and Chase.

the Province of Saskatchewan, at Fort Qu'Appelle and Saskatoon; in British Columbia, at Moyie and Chase.

Endeavoring to keep pace with the development of the Dominion the Directors under the authority of Bylaw No. 27, authorizing an increase in the Capital Stock of the Bank, have made an issue of \$1,000,000 additional stock which has been allotted to the shareholders of record on the 30th April, 1910, at a premium of 100 per cent.

The Bank has suffered a gricyous loss through the death of our much respected colleague, Mr. Charles Cockshutt, who was elected a Director on 15th June, 1904, and died on 9th February, 1910.

The vacancy on the Board occasioned by Mr. Cockshutt's death has been filled by the appointment of Mr. W. J. Gage, now President of the Board of Trade of the City of Toronto.

The Head Office and Branches of the Board have been filled.

The Head Office and Branches of the Bank have been carefully inspected during the year and your Directors have much pleasure in again bearing testimony to the faithful and efficient manner in which the Staff have performed their duties.

D. R. WILKIE, President. Profit and Loss Account, 30th April, 1910

Dividends Nos. 76, 77, 78 Balance at credit of acand 79, paid quarterly, for year ended 30th count 30th April 1909, brought forward ... \$599,978.26 April, 1910, at 11 per Profits for the twelve months ended 30th April, 1910, after decent. per annum... \$550,000.00
Annual Contribution to

Employees' Pension and Guarantee Funds ducting charges of management and inter-Written off Bank Premest due depositors, and after making full proises and Furniture Acct. 48,851.67 Balance of Account carvision for all bad and doubtful debts and for ried forward 696,135.20 rebate on bills under

\$1,302,486.87

RESERVE FUND.

required from Saturday to Wednesday to come up from Ottawa.

Supt. Smith of the Stock Yards said the bulk of his shipping was done by freight because his animals were commercial only, and were not damaged in value by freight car marks and scratches. Show horses and race horses could hardly travel freight because they were so excitable.

The case goes on at 10 a.m. to-day.

Thirty-fifth Annual Balance Sheet, April 30, '10

LIABILITIES.

Notes of the Bank in circulation

Deposits not bearing interest

Deposits bearing interest (including interest accrued to date)

36,998,194.27 Deposits by other Banks in Canada 129,779.69

Several people within the city have put their dogs to death in a cruel manner, or in ways bordering on the cruel. There is no necessity why any person should undertake to destroy his dog, as there are a number of places where this can be done painlessly and quickly. Lethal chambers can be found at the following police stations:

No. 2, Agnes-street; No. 4, Wiltonavenue; No. 5, Yonge-street; No. 6, Forward

Total liabilities to the public Capital Stock (paid-up) \$45,302,617.95 \$5,000,000.00 Dividend No. 79 (payable 1st May, 1910), for three months, at the rate of 11 per cent. 137,500.00 Rebate on Bills discounted 102,747.48 Balance of Profit and Loss Account carried forward 696,135.20

forward

5.936.382.68 \$56,239,000.67

-\$ 8,288,847.18 Deposit with Dominion Government for security of note cir-Loans to other Banks in Canada secured
Balance due from other Banks in Canada
Balance due from Agents in the United Kingdom 796,867.33

Dominion and Provincial Government Securi-

Stocks 724,369.51 Call and Short Loans on Stocks and Bonds in Canada

Call Loans on Stocks and Bonds in Canada... 2.514.091.91
Call Loans on Stocks and Bonds elsewhere than in Canada 2.514.091.91
Call Loans on Stocks and Bonds elsewhere than in Canada 2.404.417.11

Other Current Loans, Discounts and Advances 31.368.498.64
Overdue Debts (loss provided for) 31.368.498.64
Real Estate (other than Bank premises) 43.161.17
Mortgages on Real Estate sold by the Bank 116.77
Bank Premises, including Safes, Vaults and Office Furniture at Head Office and Branches 1.400.000.00
Other Assets, not included under foregoing heads 1.400.000.00

The Current Loans, Discounts and Advances 2.514.091.91

**Call Loans on Stocks and Bonds elsewhere than in Canada 2.5514.091.91

**Call Loans on Stocks and Bonds elsewhere than in Canada 2.5014.091.91

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**Call Loans on Stocks and Bonds elsewhere than in Canada 2.5014.417.11

**Call Loans on Stocks and Bonds elsewhere than in Canada 2.5014.417.11

**Call Loans on Stocks and Estate Stocks and up; rooms without bath, \$2.00 per day and up; rooms without bath, \$2.00 per

35,390.79 connection. \$56,239,000.67 D. R. WILKIE, W. MOFFAT.

General Manager. Assistant General Manager. Chief Inspector. THE PRESIDENT'S REMARKS.

Gentlemen,-I have much pleasure in rising to move the adoption of the western norizon, sngitty to the south, at about 9 o'clock, and the comet should be about 30 degrees up in the sky. It sinks slowly and disappears at about midnight.

the Report.

Since our last meeting we have had the great misfortune to lose our move towards improving the condistance of painless illness on the 9th of February last. Mr. Cockshutt's death Hereafter, instead of receiving outgo-

was not only a severe blow to all those who have been associated with him in the administration of the Bank for the past six years, but it has deprived the Bank of the services of a devoted, unselfish, hard-working Director.

The vacancy occasioned by Mr. Cockshutt's death has been filled by the The vacancy occasioned by Mr. Cocksnutt's death has been filled by the appointment of Mr. W. J. Gage, who, besides bringing to our councils many excellent qualifications and great experience in business affairs, has been for years a substantial shareholder.

years a substantial shareholder.

The recent increase in the issued capital of the Bank by \$1,000,000 is the result of mature deliberation. The last issue was made in 1906, when the capital of the Bank stood at \$4,000,000, and the Deposits and Circulation of the Bank stood at \$4,000,000, and the Deposits and Circulation of the Bank stood at \$4,000,000, and the Deposits and Circulation of the Bank stood at \$4,000,000, and the Deposits and Circulation of the Bank stood at \$4,000,000, and the Deposits and Circulation of the freight nandlers and other employees the capital of the Bank stood at \$4,000,000, and the Deposits and Circulation of the freight nandlers and other employees the capital of the Bank by \$1,000,000 is the freight nandlers and other employees the capital of the Bank by \$1,000,000 is the freight nandlers and other employees the capital of the Bank by \$1,000,000 is the freight nandlers and other employees the capital of the Bank stood at \$4,000,000, and the Deposits and Circulation of the Bank stood at \$4,000,000 is the freight nandlers and other employees have not been able to get away at times until \$6.000,000 is the freight nandlers and other employees have not been able to get away at times until \$6.000,000 is the freight nandlers and other employees have not been able to get away at times until \$6.000,000 is the freight nandlers and other employees have not been able to get away at times until \$6.000,000 is the freight nandlers and other employees have not been able to get away at times until \$6.000,000 is the freight nandlers and other employees have not been able to get away at times until \$6.000,000 is the freight nandlers and other employees have not been able to get away at times until \$6.000,000 is the freight nandlers and other employees have not been able to get away at times until \$6.000,000 is the freight nandlers and other employees have not been able to get away at times until \$6.000,000 is the freight nandlers and other employees have not been able to get away at times until \$6.00 senger steamer James T. Morse, which plies between Rockland and Bar Harbor, was sunk at her berth to-day by the Boston-Bangor steamer Belfast. No lives were lost, but 22 firemen on the Morse had a narrow escape.

The capital of the Bank stood at \$4,000,000, and the Deposits and Circulation at \$31,500,000. To-day our Capital stands at \$5,000,000, with Deposits and Circulation at \$45,000,000, with evidences of still further increases in the lives were lost, but 22 firemen on the interest of the laboring classes involved and to shippers. The railways report that shippers are lending every assisting the capital of the Bank stood at \$4,000,000, and the Deposits and Circulation at \$31,500,000. To-day our Capital stands at \$5,000,000, with Deposits and Circulation at \$45,000,000, with evidences of still further increases in the change is an important one, both to the laboring classes involved and to shippers. The railways report that shippers are lending every assisting the capital of the Bank stood at \$4,000,000, and the Deposits and Circulation at \$31,500,000. To-day our Capital stands at \$5,000,000, with Deposits and Circulation at \$45,000,000, with evidences of still further increases in the change is an important one, both to the laboring classes involved and to shippers. The railways report that shippers are lending every assisting the capital of the Bank stood at \$4,000,000, and the Deposits and Circulation at \$31,500,000. To-day our Capital stands at \$5,000,000, with Deposits and Circulation at \$45,000,000, with evidences of still further increases in the capital stands at \$5,000,000, with Deposits and Circulation at \$45,000,000, with evidences of still further increases in the capital stands at \$5,000,000, with evidences of still further increases in the capital of the Bank stood at \$4,000,000, with Deposits and Circulation at \$45,000,000, with Deposits and Circulation at \$45,000,000, with evidence of the capital stands at \$5,000,000, with Policy and the capital stands at \$5,000,000, with evidence of the capi

brought into existence, that the time has come to avail ourselves in part of the policy approved of by you on 22nd May, 1907.

There can be no question that additional bank capital to keep pace with the development of the resources of the country is needed; there can be no doubt that such additional capital can be supplied more economically by the financial institutions at present in existence than by new organizations. The wonderful development of the resources of the Northwest and of British Columbia, coupled with large immigration from the mother country and from the United States, and the demands of the additional population upon the manufacturing institutions of the country require a corresponding addition to the banking capital of the Dominion. It is, moreover, an obligation on the part of the older institutions to do their full share in supplying the needful. We have been in the van in the development of the Northwest and of British Columbia, without failing to do our duty to the older Provinces; it now becomes necessary for us to look to the future and to be qualified by way of capital and enterprise to remain in the front rank. To that end we have thought it advisable to ask you for your approval of a bylaw authorizing additions to the Capital Stock from time to time.

The increase in Deposits and Circulation during the past year has been from \$33,400,000 to \$45,300,000.

The opening of eighteen new Branches within the year has entailed

The increase in Deposits and Circulation during the past year has been from \$33,400,000 to \$45,300,000.

The opening of eighteen new Branches within the year has entailed considerable extra expense, which has been provided for out of the profits of the year. Profits have also suffered from the low rates of interest upon call money which has prevailed in the great reserve centres. There is every indication of better rates in the near future, the result of greater activity in trade and of increasing confidence in the financial situation. Canada, however, has no reason to complain; the neglect of railway and industrial securities in the United States, coupled with the political unrest in Great Britain, has brought enormous sums to Canada for investment, which are assisting in the development and utilization of our great natural resources. Taking the figures which appear in the returns of the Chartered Banks to the Dominion Government as an index of commercial development, we find that the total assets of these institutions have grown from \$951,053,557 in 1907 to \$1,182,850,000 in 1910 (30th April). The circulation of Bank Notes has grown from \$72,840,999 to \$78,776,000, and public deposits in Canada from \$574,658,438 to \$768,000,000. Current loans, representing for the greater part loans to merchanits, manufacturers and agriculturists (irrespective of loans on stocks, bonds and debentures) have grown from \$586,149,738 in 1907 to \$638,000,000 in 1910 (30th April).

It is estimated by Government and railway officials that there is now under crop in the three Northwest Provinces no less than 14,850,000, May we not reasonably look for a yield for 1910 of the value of \$225,000,000, May we not reasonably look for a yield for 1910 of the value of \$225,000,000, May we not reasonably look for a yield for 1910 of the value of these lands is, therefore, no less than \$341,550,000.

The value of the wheat harvest in the Northwest Provinces in 1909 was products in these three Provinces in 1909 was provinces. The field crops of

\$200,398,000, as compared with \$193,000,000 in the three Northwest Provinces. The field crops of Quebec and the Maritime Provinces yielded \$140,000,000. The eastern Provinces are, therefore, so far as the value of field crops is concerned, still considerably in advance of our great West. The total value of the field crops of all Canada for 1909 was estimated at \$533,000,000, the product of 30,065,000 acres of cultivated land, as compared with \$432,500,000 in 1908, the product of 27,505,000 acres.

In 1909, over and above the value of agricultural products, fisheries yielded \$25,450,000, and minerals \$90,378,000, of which \$12,382,000 was gold of British Columbia and the Yukon and the great table to note that the

the product of the silver mines of Cobalt. It is regrettable to note that the gold of British Columbia and the Yukon, and the bulk of the silver of Cobalt and British Columbia still find their way to the smelters, assay offices and mints of the United States, instead of being refined in Canada. Last year we exported of cattle and their products over \$51,000,000. Our total exports from all Canada were \$242,603,000, of which \$28,957,000 were manufactured goods, and our total imports \$298,206,000, of which \$186,-172,545 were manufactured goods.

BANK PREMISES.

The responsibility of providing suitable premises for the Bank over the vast territory in which we are represented is a serious problem, and will con tinue to be so, in view of the fact that in the majority of localities it is more onomical for the Bank to provide its own premises than to rent from our economical for the Bank to provide its own premises than to rent from out-siders, who naturally look for a more substantial return upon their invest-ments in a new country than would satisfy the Bank upon a similar invest-ment of its own Capital. We have, however, nothing to apologize for. Our Bank premises are a sound investment, and yield a handsome return upon their book value. We expended during the year upon new premises \$248,-851.67. The amount beyond the \$200,000 has been provided for out of the profits for the year. At the moment premises are under construction at Cranbrook, Kenora, Prince Albert, Wetaskiwin, South Woodslee and Hum-berstone.

The Shareholders of the Bank now number 1327, as compared wi

It will perhaps interest you to know that we have at the moment 102 branches and sub-branches, extending from Quebec to Victoria.

Our staff numbers 665, as compared with 589 in 1909. Montreal--Quebec-- Liverpool

RENEWAL OF BANK CHARTERS.

It was fully expected that the decennial revision of bank charters would have taken place during the recent session of the Dominion Parliament, but the demands of public business did not permit of this being done. The existing charters run until 1st July, 1911, so that it will be necessary to dispose of the matter during the course of the next session of Parliament. It is not expected that any radical changes will be made in the terms of the charters, unless in the direction of providing additional safeguards in the incorporation and establishment of new institutions.

The population of Canada, which was estimated at 7,145,040 in 1909, is estimated as on 31st March, 1910, at 7,489,781, and it is to be noted that the increase by way of immigration consists in the main of the most desirable class of settlers.

I have much pleasure, seconded by Senator Jaffray, in moving the adop-

The Scrutineers appointed at the meeting reported the following Share-holders duly elected Directors for the ensuing year: Messrs. D. R. Wilkie, Hon. Robert Jaffray; Wm. Ramsay of Bowland, Stow, Scotland; Elias Rogers, J. Kerr Osborne, Peleg Howland, Wm. Whyte (Winnipeg), Cawthra Mulock, Hon. Richard Turner (Quebec), Wm. Hamilton Merritt, M.D. (St.

At a subsequent meeting of the Directors, Mr. D. R. Wilkie was re-elected President, and the Hon. Robert Jaffray, Vice-President, for the ensuing

INLAND NAVIGATION.

NORTHERN NAV. CO. Sailings of passenger steamers from Saraia for See and Port Arthur every Wednesday and Saturday at 3.30 p.m. Also additional sailings on Monday, May 9th, Friday 20th, Monday 30th, and for Duluth May 11th, 20th.

Sailings from Collingwood 1.30 p.m. and Owen Sound 11.45 p.m. Wednesdays and Saturdays for See and Grorgian Bay Ports.

Information from Ry. Ticket Agents or from the Co. at Saraia or Collingwood.

TORONTO HOTELS. HOTEL MOSSOP

F. W. MOSSOP. Prop.

FIVE O'CLOCK CLOSING

Freight Handlers and Shippers Both Benefit by New Railway Rule.

INLAND NAVIGATION.



Toronto" & "Kingston"

TORONTO TO MONTREAL. noluding Meals and Berth.

Steamers leave daily except Sunday after June 1st, and daily after July 1st.

Steamer "Belleville" leaves every Tuesday at 7.30 p.m. for Bay of Quinte, Montreal and intermediate ports.

NEW TICKET OFFICE, 46 YONGE ST. BUFFALO



Effective May 16 (Sunday Excepted) LEAVE TORONTO 7.30 A.M., 2.00 P.M. Effective May 30 (Sunday Excepted) LEAVE TORONTO 7.30, 11.00, 2.00, 5.15.

TICKET OFFICE: Traders' Bank Building, Ground Floor. Telephone Main 6526.

PASSENGER TRAFFIC.

PASSENGER TRAFFIC.

LONDON

DETROIT CHICAGO ONLY DOUBLE TRACK ROUTE

ROUND TRIP

AT LOW RATES JUNE 1st to SEPTEMBER 30th

UPPER LAKE STEAMERS

Sailings of passenger steamers from Sarnia for Soo and Port Arthur every Wednesday and Saturday at 3.30 p.m. Also additional sailings on Monday. May 20th.

Sailings from Collingwood 1.30 p.m. and Owen Sound 11.45 p.m. Wednesdays and Saturdays for Soo and Georgian Bay ports.

Full information at City Office, northwest corner King and Yonge Streets. Phone Main 4209.

SPECIAL STEAMSHIP **EXPRESS**

HAMBURG - AMERICAN

All Modern Safety Devices (Wireless, Etc. London-Paris-Hamburg

aPres.Linc'n, June 1,12 n'n | a Cincinnati ... June 11 Oceana ... June 2 c Pennsylvania, june 18 b Amerika June 4 a Cleveland ... June 18 a Pres. Grant June 8 Graf Waldersee June 2

White Star---Dominion

WEEKLY SAILINGS

R.M.S. LAURENTIC R.M.S. MEGANTIC

14,892 tons, triple screw; 14,878 tons, twin screw.

G. THORLEY, Passenger Agent for Ontario, 4 King-street E., Toronto.

WHITE STAR

Dominion Line

R.M.S. "MEGANTIC"

14,848 Tons

Twin Sorew

Equipped with Passenger Elevator, Wireless Telegraphy and Submarine Signalling Apparatus,

Will Sail from Montreal

May 28th

H. G. THORLEY,

Passenger Agent.

41 King St. East, Toronto.

OCEAN STEAMSHIP PASSAGES

Booked for American, Canadian, Atlantic and Pacific services.

R. M. MELVILLE

Steamship Tickets

EUROPE

A. F. WEBSTER & CO.

MONTREAL,

CANADIAN SERVICE MAIL STEA

b Ritz-Carlton a la carte restaurant.
c Hamburg direct. a New
mburg-American Line, Traders' Bank
Bidg., 63 Yonge-St., Toronto. 246

MUSKOKA **EXPRESS**

ARE YOU

on the List for a Copy of "Tours to Summer

Haunts" Describing

BY THE SEA

Quebec, New Brunswick, Nova Scotia, Prince Edward Island

Write Advertising Department Intercolonial Railway, Moncton, N.B.

ANCHOR GLASCOW AND LONDONDERRY

niling from New York every Saturday

HOLLAND-AMERICA LINE

Largest and most modern steamers on the St. Lawrence route. Latest production of the ship-builders' art; passenger elevator serving four decks. Every detail of comfort and luxury of present day travel will be found on these steamers, including orchestrs. They proved very attractive last St. Lawrence season, owing to their superb accommodation for First, Second and Third Class passengers.

MODERATE RATE SERVICE

B.M.S. CANADA

R.M.S. DOMINION
One Class Cabin Steamers (called Second One Class Cabin Steamers (called Second Class). NEW YORK-ROTTERDAM VIA On these steamers passengers receive the best the steamer affords at a very moderate rate; they are very largely pat-ronized by those making a trip to the Old Country, who wish to secure comfort at a moderate expenditure. Sailings Tuesday as per sailing list:

R. M. MELVILLE, neral Passenger Agent, Toronto, Ont.

AMERICAN LINE ATLANTIC TRANSPORT LINE

LEYLAND LINE RED STAR LINE

WHITE STAR LINE

at daylight. Passengers may leave To-ronto Friday a.m. and embark at Mont-real, or Friday p.m., and embark at Quebec. Accommodation Still Vacant in

> WHITE STAR—DOMINION LINE H. G. Thorley, P.A., 41 King E., Toront

ALLAN LINE ROYAL MAIL STEAMER

ST. LAWRENCE SEASON MONTREAL TO LIVERPOOL.

MONTREAL TO GLASGOW. bin, passengers at moderate rates pose this service. Sailings every Sailings MONTREAL TO HAVRE AND LONDON

BLO