

RAILROAD NOTES

Italy is reported to be in the American market for railroad equipment.

The American Locomotive Co. has received an order for six locomotives from the Brazilian Government, 20 from Belgium and 100 from Russia.

W. R. Kohler, of North Branch, N.J., was killed, and his wife injured, in a grade crossing accident on the tracks of the Central Railroad of New Jersey, recently.

Nebraska Supreme Court has refused the petition of the Missouri Pacific to compel the State Railroad Commission to order an increase in passenger rates from 2c. to 2½c. a mile.

Governor Brumbaugh, of Pennsylvania, has vetoed the bill to repeal the extra crew law and suggests that if at the end of two years the extra crew practice is found not fair, it will be the duty of public officials to do justly by the railroads.

Free transportation or transportation at reduced rates of cars with exhibits of state agricultural colleges has been declared lawful by the U. S. Interstate Commerce Commission.

Mr. F. C. Gamble, chief engineer of the Provincial Department of Railways, and Mr. Alexander Ferguson, of the Dominion Railway Department, are on an inspection trip over the British Columbia sections of the Canadian Northern Pacific Railway. They are accompanied by Mr. S. H. Sykes, assistant chief engineer for the company.

A dispatch from Prince-Albert, Sask., states that on Saturday an unsuccessful attempt was made to derail the Canadian Northern train running from Le Pas to Hudson Bay Junction, by the placing of a fish plate in a frog at a point about 43 miles from the former place. Eleven Austrians are held at Hudson Bay Junction by the Royal Northwest Mounted Police in connection with the case.

The Erie Railroad is entertaining proposals for the sale of all of its steamships now engaged in traffic on the Great Lakes. Definite proposals for the purchase of four of the fleet of eight ships, it is understood, have been made by Eastern interests, who propose to use these vessels in the Atlantic Coast service. Other railroad companies operating ships on the Great Lakes are also considering proposals to sell. These include the Pennsylvania, the New York Central, the Lackawanna, and the Lehigh Valley.

A conciliation board has been appointed to deal with the dispute between the Canadian Northern Railway and its engineers and firemen. The employees involved are in the east, and they wish working conditions similar to those that exist on the western divisions. Judge Coatsworth, Toronto, is to be chairman of the board, and F. H. McGuigan, of Toronto, will represent the company, while D. Campbell, of Winnipeg, will represent the men.

The new electrically-operated double-track swing bridge built by the Canadian Pacific Railway Company over the Lacine Canal is a triumph for Canadian engineering and is of particular interest to railroad builders. Unique in many respects, and among the most up-to-date in North America, this remarkable piece of mechanism is moved with the ease and apparent simplicity of the hands of a watch, although a weight of no less than 750 tons swings upon the central pivot. The object in constructing this bridge was to complete the double-tracking between Montreal and Brigham Junction, the former bridge being the only single-track structure left between these two points.

STEAMSHIPS.

ALLAN LINE

From Montreal and Quebec

CORINTHIAN	June 27th for Havre-London.
PRETORIAN	July 9th for Glasgow.
SICILIAN	July 11th for Havre-London.
HERSPERIAN	July 15th for Liverpool.
CORSICAN	July 17th for Liverpool.
SCANDINAVIAN	July 22nd for Liverpool.
CORINTHIAN	Aug. 1st for Havre-London.
PRETORIAN	Aug. 7th for Glasgow.

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

THE ALLAN LINE

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



Take the Water Way

Fast passenger and freight service between all important points on Lake Ontario and the St. Lawrence River.

Montreal-Quebec Line

A restful, comfortable one night journey. Steamers leave Montreal at 7:00 P.M. daily except Sunday.

Montreal-1000 Islands Toronto Line

Steamers sail Mondays, Wednesdays and Saturdays at 1:00 P.M.

Montreal-Bay of Quinte Toronto Line

Weekly service, leaving Montreal every Friday at 7:00 P.M. An enjoyable trip with every comfort and convenience.

Saguenay Line

The most fascinating water voyage on the continent. Steamers leave Quebec, Tuesdays and Saturdays at 8:00 A.M., connecting with night boats from Montreal.

Ticket Office, 9-11 Victoria St., Main 4710. Gen'l Freight Office, Foot McGill St., Main 5662.

THIRTY-ONE SHIPS MAY LEAVE ROUTES ON THE GREAT LAKES

Transfer of Railway Owned Lake Lines Will Affect \$100,000,000 Property—Decrease in Lake Shipping Foreseen as Result of Recent I. C. C. Decision.

New York, June 23.—Plans for the sale or removal of lake ship lines now owned by the railroads were outlined yesterday by Walter B. Pollock, vice-president of the Western Transit Company. The statement was made that the recent decision of the Interstate Commerce Commission, prohibiting the ownership of lake steamers by railroads, will compel the removal of a large proportion of the ships now operating on the Great Lakes to coastwise trade. Before the close of navigation on December 1 of this year many steamers now in use will be cut in two and transferred to the Atlantic shore through the Welland Canal.

The steamers which will probably be affected by the sale or transfer, as stated by Mr. Pollock, are as follows:

Western Transit Company 4 out of 10
Erie Line 6 out of 8
Mutual Transit Company 3 out of 12
Rutland Line 3 out of 12
Anchor Line 4 out of 6
Lehigh Valley 4 out of 6

In other words thirty-one of the fifty-four steamers now operated by railroads will be withdrawn from Lake traffic before the decision of the Commerce Commission goes into effect. The total value of the ships thus removed, said Mr. Pollock, will reach \$10,000,000. The Western Transit Company he noted, has already considered plans and specifications for dismembering the boats to permit their passage through the Welland Canal to the Atlantic seaboard.

It is contended by men who are intimate with the affairs of the railroad steamship lines the proportion of through rates allowed the Lake steamers after necessary expenses have been deducted is not sufficient to show profitable returns, and that the ships are run at a loss. The argument advanced is that the Lake boats, like most car ferries are operated at a loss because of their value as feeders to the railroads of business which would be diverted elsewhere if freight was not received for railroad terminals. The first steamer to undergo the transfer to the Atlantic will be the George F. Brownell, of the Erie Line, which will leave the drydock at Buffalo about August 1. The parts will be rejoined at Quebec. Arrangements are now being made at the latter port to hasten the work on the steamers to permit their reaching seaports through the St. Lawrence before navigation is closed. The total value of the steamers owned on the Great Lakes by the railroads is estimated at \$21,000,000.

Shipping authorities in Michigan, who prophesy the extinction of the large package freight lines, see disaster to the western copper country. The prediction is made that "with no large freight package lines operating, copper country merchants will have to bring in all their goods by rail at higher rates. The mining companies will have to bring in all supplies and ship all copper by rail. There seems no other solution and it means generally a higher cost of living in this district."

William C. Edgar, editor of "The Bellman," says: "The recent decision of the Interstate Commerce Commission, by which railroads owning or operating vessels on the Great Lakes are required to discontinue such ownership and operation by December 1, may be strictly in accordance with the provisions of the Panama Canal act and therefore legally justified; nevertheless, its effect will be not only to bring an enormous and wholly unmerited loss upon these railroads, but also very seriously to impair the interests of shippers and the public generally."

Mr. Edgar continues with the statement "that if actually there is to follow, as a result of this decision, a restoration of conditions which prevailed when railroads had no interest in and exercised no control over the boat lines plying upon the country's water routes," then the lake commerce of the nation is about to undergo a retrogression from which it will not recover for many a long and dull year, and the routes now crowded with vessels, carrying their cargoes east and west, a traffic which is of marvelous growth and immensity, will become as lonely and deserted as the great rivers flowing southward to the sea, whereon exist precisely the same conditions for which Congress is supposed to yearn, the iniquitous and grasping railroads never having attempted to utilize them."

It is stated further that "the shipper, and especially the Western shipper, will stand the result of this reactionary folly, immediately in impaired, disconnected and irresponsible service, ultimately in higher freight rates and the gradual abandonment of the lake routes." The assertion is made that through this decision \$150,000,000 of railway property will, at forced sale, bring little more than junk prices.

EXHIBIT PANORAMIC TOPOGRAPHIC MAP OF LA BAIE DE CHALEUR.

La Baie de Chaleur, that beautiful arm of the Gulf of St. Lawrence, famed as a scenic summer playground, and for its immense forest and fishery wealth, is vividly portrayed in the panoramic topographic painting now on exhibition at the "Star" office, St. James Street. From the source of the Matapedia to the mouth of the Miramichi, the Gaspé Coast with range after range of ultramarine mountains in the background, far away Anticosti and near at hand Prince Edward Island, this realistic conception conveys a most comprehensive impression of an immense territory.

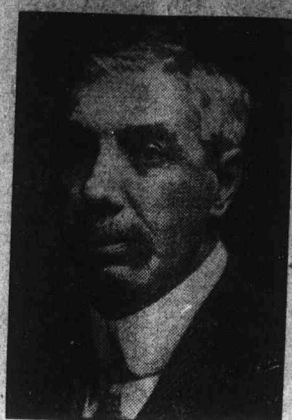
The route of the Intercolonial along the North Shore, the Quebec Oriental and Atlantic Quebec and Western Railways by the Gaspé shores, with the principal stations, are indicated.

Insets of Campbellton, Dalhousie, Meeting of the Waters, Surf Bathing, the Miramichi, Perce Rock and the Monarch of the Forest are so artistically arranged as not to detract from attractions of this glorious stretch of country.

The painting has been sent to the principal Canadian and United States cities, and while in itself a valuable means of drawing attention to this fair country by the sea, a beautifully illustrated and descriptive folder containing a faithful reproduction of the painting is being freely distributed wherever displayed. These folders will also be distributed through the various agencies of the Government Railways.

SUMMER VACATIONS.

A delightful summer vacation can be spent at the seashore of the Connecticut Coast, at New London, Watch Hill, Block Island and Fisher's Island, where the following attractions are offered: Warm sea bathing, surf bathing and deep sea fishing. Easy of access, one night's run from Montreal, via Grand Trunk and Central Vermont Railways. Write for handsome illustrated booklet containing full information to M. O. Dufour, No. 122 St. James St., Montreal.



MR. D. B. HANNA,
Of Canadian Northern Railway. The company has a dispute with its engineers and firemen.

The Charter Market

(Exclusive Leased Wire to The Journal of Commerce)

New York, June 23.—The full cargo steamer market was dull in all departments, and the only feature of interest was that of the fixture of a large American steamer for three trips in the trans-Atlantic horse trade. There is very little demand for tonnage in any of the various trades and as boats continue to offer freely for both prompt and forward delivery, rates have weakened perceptibly and in some instances are quotably lower.

The sail tonnage market holds firm, stimulated by a steady demand for carriers in several of the offshore trades and a scarcity of vessels of suitable class available for delivery before August. Rates are firm in all coastwise and foreign trades and in some the tendency is higher.

Charters:—Coal—Spanish steamer Apolo, 2,800 tons, from the Atlantic Range to the River Plate, p.t., prompt.

Norwegian bark Blanka, 1,477 tons, from Norfolk to Pernambuco, \$7, prompt.

Schooner Edward J. Lawrence, 2,483 tons, from Norfolk to Boston, p.t.

Lumber—Schooner C. W. Mills, 318 tons, from Mobile to Manzanillo, \$11.50.

Schooner Fannie Prescott, 318 tons, from Mobile to Havana, \$8.50.

Schooner Henry Crosby, 364 tons, from Mobile to Porto Rico, \$11.

Miscellaneous—American steamer Kansan, 5,131 tons, trans-Atlantic trade, three round trips, p.t., prompt.

SIGNAL SERVICE

(Department of Marine and Fisheries.)
Crane Island, 32—Rainy, Gale, northeast.
L'Islet, 40—Rainy, strong east.
Cape Salmon, 81—Rainy, strong northeast, In.
4:30 a.m., Steamer; 8 a.m., Steamer; Out, 3 a.m., In.
Irene.
Father Point, 157—Cloudy, strong east. In, 3:30 a.m., Tor Head.
Little Melis, 175—Foggy, strong, northeast.
Matane, 200—Rainy, Gale, east.
Cape Chate, 234—Cloudy, strong northeast.
Cape Despair—Rainy, strong northeast.
Point Escumacine—Cloudy, strong northeast.
Point des Monts—Cloudy, strong northeast.
Berisim—Rainy, strong northeast.
Cape Toymentine—Cloudy, strong east.
Chatham—Arrived 8 a.m., yesterday, Eos.
Newcastle—Arrived 11 a.m., yesterday, Marching; 10 a.m., yesterday, Lamaque Olga.

Quebec to Montreal.
Longue Pointe, 5—Clear, strong northeast. In, 3:15 a.m., Supp. Caspacia; 3:50 a.m., Empress of Port William; 4 a.m., D. A. Gordon; 4:15 a.m., Royal Transport; 4:25 a.m., Rose Castle; 5:45 a.m., Corinthian; 6 a.m., Melford; 9:15 a.m., Cathness.
Vercheres, 19—Cloudy, northeast.
Sorel, 49—Cloudy, north. Out, 8 a.m., John Sharpless.
Three Rivers, 70—Cloudy, light northeast. In, 5:45 a.m., Lockhead; 7:30 a.m., Henry Hall.
Point Citrouille, 88—Clear, strong northeast.
St. Jean, 94—Cloudy, light northeast.
Grandines, 98—Cloudy, calm.
Portneuf, 108—Cloudy, calm.
St. Nicholas, 127—Cloudy, calm.
Bridge, 133—Cloudy, northeast.
Quebec, 139—Cloudy, northeast. Arrived down, 5:30 a.m., Montreal; 6 a.m., Saguenay. Out, 7:10 a.m., Saguenay. Out, 6:30 a.m., Lingard. Arrived, down, 6:15 a.m., Magnolia and tow. In, 8:30 a.m., Hill Hoise and Ikhmount.
Above Montreal.
Lock No. 2—Eastward, 3:20 a.m., John Sharpless.
Lachine, 3—Clear, east. Eastward, 4:35 a.m., Imperial; 5:30 a.m., McVittie; 7:30 p.m., yesterday, Avon; 9 p.m., Phenix.
Cascades Point, 21—Clear, east. Eastward, 6:25 a.m., Selkirk.
Coteau Landing, 33—Clear, east. Eastward, 1:15 a.m., Augustus; 4:15 a.m., S. O. Co. No. 41; 8:50 a.m., Twin Sisters.
Cornwall, 62—Clear, calm. Eastward, 3 a.m., Myra and tow. 6:20 p.m., yesterday, Glide.
Gaspé Canal, 99—Clear, east. Eastward, 8 a.m., Iroquois; 2:45 p.m., yesterday, up India; 4:30 p.m., Isabella; 2:10 p.m., Easton.
Port Colborne, 321—Clear, east. Eastward, 12:10 a.m., Strathcona; 10:15 p.m., yesterday, Keyvive; 3:20 p.m., Beaverton; 5:15 p.m., Arablan.

PORTLAND-OLD ORCHARD-KENNEBUNKPORT.
Commencing Friday, June 25th, the Canadian Pacific will inaugurate their double service between Montreal and the Maine Coast resorts via the famous White Mountains, leaving Windsor Street Station at 8:25 a.m. and 9:05 p.m., carrying through Parlor and Standard Sleepers. The evening train from Montreal will reach Portland at 6:30 a.m., thus enabling these desiring to take Island steamers from that point ample time to get breakfast and connect with same. The day train will be operated daily except Sunday and the evening train will run daily to Kennebunk and daily except Sunday to Kennebunk Beach and Kennebunkport. Reservation can now be made at City Ticket Office, Dominion Express Building or Station Ticket Office.

TRADE BALANCE IN FAVOR OF U. S.
Washington, June 23.—Favorable trade balance for the week ended June 19 amounted to \$13,115,055 compared with \$14,356,207 in preceding week.

LIMA COMPANY RECEIVED ORDERS IN WEEK FOR TEN LARGE LOCOMOTIVES

New York, June 23.—In the last two months Lima Locomotive Corporation has taken enough business to keep its plants going at a high percentage of capacity the rest of 1915. In the last week it has taken orders for 14 large engines from abroad and is negotiating for additional contracts both in this country and Europe.

In May the company did a gross business of \$1,750,000 and for June thus far it is estimated that it has taken orders aggregating between \$2,500,000 and \$3,000,000.

The Lima Company is capitalized at such a low figure that it takes comparatively little business to show good returns on its stock. Its capital consists of \$2,000,000 7 per cent. cumulative preferred, \$4,000,000 common and \$2,000,000 5 per cent. bonds.

The property at Lima, Ohio, covers 72 acres. Working at capacity it can turn out 800 standard locomotives a year, being the third largest locomotive company in this country.

At the rate of May and June the Lima Company would do an annual gross of more than \$25,000,000 which at a normal profit would mean, after bond interest and preferred dividends, about 60 per cent. for the common.

It takes only \$240,000 to pay interest and preferred dividends, so that net of only \$500,000 would pay all charges, preferred dividends and leave 10 per cent. for the common. To make this net figure the company would have to do a gross business of only \$1,000,000, and it looked that amount in first five months of 1915.

If foreign business continues to come in at the rate of the past several months, the company will be able to operate at capacity through first half of next year on this business alone.

RAILWAY WOMEN'S LESS PAY.

London, June 23.—There were some disquieting passages in a speech delivered by A. Bellamy, president of the National Union of Railwaymen, at a demonstration of railway servants at Southampton, in support of a resolution urging the executive committee to press forward the claim for a further increase of the war bonus, he said that the officials of the union had had a busy week-end with the managers of the railway companies, and they had talked over the question of the extension of the war bonus and other important matters. He was not in a position to say much. They had only had "a preliminary canter," and there were several matters to be hammered out.

The companies were introducing female labor, and the women were receiving much less pay than the men, in spite of the fact that rates of pay had been fixed by arbitration. That had got to stop or there would be some clear understanding as to the future. Some companies were also employing supernumerary servants, and in one case an old passenger guard was doing exactly the same work as before, but was receiving 5s a week less.

The union would not allow that sort of thing to go on unless there was some guarantee that the position of employees would not suffer. Unless they got some understanding they would have to take a serious stand against it even now.

BRITISH FREIGHT RATES LOWER.

London, June 23.—A sharp fall in freight rates has resulted from the fact that the prices of cereals and other foodstuffs recently have fallen heavily in Great Britain, since merchants, seeing that there is no profit on imports, have refrained from chartering tonnage.

The official price for Indian Government wheat was reduced yesterday by 18 pence per quarter to 50 shillings, which compares with 67 shillings, the price at the end of April.

Freight rates for heavy grain from Buenos Ayres to England, which at the beginning of May touched 70 shillings per ton, have now fallen to 40 shillings.

NEW SERVICE MONTREAL-QUEBEC.

Commencing Saturday, June 26th, and daily thereafter the Canadian Pacific will operate a train leaving Place Viger Station at 5:00 p.m., carrying Parlor and Dining Cars and will reach Quebec in five hours, making it a most convenient train for those desiring to avoid night travelling. In addition to the above the service at present in force will be continued, which is 9:00 a.m. except Sunday, 1:30 p.m. daily and 11:30 p.m., thus affording service unequalled between Montreal and Quebec.

FAIR AND A LITTLE WARMER.

Northerly winds, cool and showery. Thursday, fair and a little warmer.
The low area which was south of Nova Scotia yesterday has moved northward and that which was over the Great Lakes has moved southeast, the two joining together near the Atlantic coast.
The western high pressure is now centered near Lake Superior.
The weather is cold and unsettled from Ontario eastward, but in the west it has become warmer.

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 Jet, 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.

THE WEATHER MAP.

Cotton Belt—Partly cloudy, showers in Oklahoma and Arkansas. Temperature 64 to 82.
Winter Wheat Belt—Showers in Kansas and Oklahoma and Iowa. Temperature 52 to 68.
American Northwest—Scattered showers in South Dakota and Minnesota. Temperature 34 to 64.
Canadian Northwest—Light to scattered showers. Temperature 42 to 58.

LONDON METAL MARKET.

London, June 23.—Spot copper \$82, off 15s; futures \$83, off 1s; electrolytic, 4s, off 10s.
Spot tin £185, off 15s; futures £185 15s, off 15s; Straits, £172, unchanged.
Sales spot tin none; futures, 150 tons.
Lead £23 15s 9d, off 15s 9d; Spelter, £23 10s, up £2 10s.

STEEL PLANT RESUMES OPERATIONS.

Columbus, Ohio, June 23.—Carnegie Steel plant here will resume operations at once, giving employment to 800 men. It had been closed since November 1914.

SHIPPING NOTES

Word has been received by the Canada Steamship Lines, Ltd., to the effect that their boats, the Canora and the Midland Queen, have arrived safely in England with a valuable cargo.

The Noordam and Niagara are at New York; the Czar and Carlita have arrived at Archangel; the Winona is at Havre; the Roma has docked at Lieke, and the Pretorian at Glasgow.

The British steamer Derwent River has been chartered by Kerr, Gifford & Co., for a cargo of wheat from Tacoma, or Portland, Oregon, to the United Kingdom for early new crop loading, but the rate at which she was taken has not been announced. Judging from the price paid for sail for the same purpose, she must have been given the record price for the new season.

A cargo of over 1,000,000 feet of Canadian lumber is due at Philadelphia next week on the steamship Stanley Dollar, from Vancouver, B.C., via the Panama Canal. The Dollar will stop at Norfolk, where 250,000 feet will be discharged and the balance of more than a million feet will be brought to Philadelphia. The entire shipment is consigned to the Henson Lumber Co. The lumber is known as fir and sometimes Oregon pine.

New twin-screw steamers of 10,000 tons dead weight capacity each, named the Toyooka Maru, Tokata Maru, Tokuyama Maru, Toyohashi Maru, and Tashima Maru, will be placed in August by the Japan Mail Steamship Company in the monthly service to be established from New York and other Atlantic Coast ports to Vladivostok, China, and Japan via the Panama Canal. The voyage from New York to the first Pacific port is expected to consume less than 40 days.

The Erie Railroad is entertaining proposals for the sale of its steamships now engaged in traffic on the Great Lakes. Definite proposals for the purchase of four of the fleet of eight ships, it is understood, have been made by Eastern interests, who propose to use these vessels in the Atlantic Coast service. Other railroad companies operating ships on the Great Lakes are also considering proposals to sell. These include the Pennsylvania, the New York Central, the Lackawanna, and the Lehigh Valley.

Bids for the transportation of 8,000 tons of coal from ports on Atlantic Range to Mare Island Navy Yard, San Francisco, and Bremerton Navy Yard, Puget Sound, have been opened at the Navy department, Washington, D.C., and are as follows: Funch Edys & Co., New York, offered the British steamship Highburg, carrying capacity 6,000 tons, at \$5 per ton to Mare Island Navy Yard. W. R. Grace & Co., of New York, offered American vessel of 2,000 tons, at \$5 per ton, to Puget Sound. Both bids were accepted.

There were 23 ocean steamers and three coasting steamships in port yesterday. These were distributed about the harbor as follows: St. Andrews, Section 6; Renvoye, Section 7; Phedra, Section 12; Anglo-Californian, Shed 2; Anglo-Saxon, Shed 3; Irishman, Shed 4; Elswick Manor, Shed 7; Mississauga, Shed 9; Myrmidon, Shed 8; Gieffric, Shed 10; Cassandra, Shed 11; Ludgate, Shed 12; Fernfield, Shed 14; Manchester Inventor, Shed 14; Ariel, Shed 15; Romer, Shed 16; Thesis, Shed 16; Don Diego, Shed 25; Linagan, Section 37; Kaduna, Section 42; Batiscan, Section 43; Inishowen Head, Section 44; Matatua, Section 44; Ashanti, Section 45. In addition to these, Dr. Teespool and the Lachenby consigned to Mr. T. McCarthy, steamship broker, will reach port today among other vessels.

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.

122 St. James St., Cor. St. Francis.

Xavier—Phone Main 698.

Windsor Hotel—Lupton 1177.

Bonaventure Station—Main 323.

CANADIAN PACIFIC

CHANGE IN TIME.

IMPROVED QUEBEC SERVICE.

In effect June 26.

5:00 p.m. Daily. 11:30 p.m. Daily.

1:15 p.m. Sat. 1:30 p.m. Sat.

IMPROVED LAURENTIAN SERVICE.

In effect June 26th.

From Place Viger.

1:15 p.m. Sat. St. Jerome, Ste. Agathe and intermediate Stations.

From Windsor St.

1:25 p.m. Sat. Montfort Jet, Labelle and intermediate Stations.

CORNWALL.

In effect until June 26 only.

9:00 a.m. ex. Sunday. 7:30 p.m. ex. Sunday.

In effect commencing June 25.

7:20 a.m. ex. Sunday.

Ste. Annes-Vaudreuil-Point Fortune.

Extra Service.

Lv. Windsor St. 7:30 p.m. ex. Sunday.

Lv. Point Fortune 9:30 p.m. daily.

Ar. Windsor St. 11:15 p.m.

Making intermediate stops.

WHITE MOUNTAINS & MAINE COAST.

Portland, Old Orchard, Kennebunk Beach.

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.

TICKET OFFICES:

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