PRESSING NEED REACHED AT LAST?

Shipping Men Think That Sidney Well Situated Natur-Further Enlargement in ally but Needs to have Fur-Construction is Possible

THE 1000 FOOTER

This Leviathan Will Not Be Built Until
Port Authorities Make Adequate
Preparations For Her—This Only
Drawback.

Sydney Harbour a Large One, and Affords a Ready Means of Transportation to All Ports—I. C. R. Connection.

Preparations For Her—times and Drawback.

The knowledge that Europe is building two more ships of the size of the "Vaterland" (58,000 tons) has raised the question whether a limit in the size of occan passenger vessels is set by the sel atest types.

To the practical shipping man, builders as well as operator, there seems no reason for supposing that these mark the limit in size and displacement, They believe, however, that the 1,000-foot limer is still measurably removed from materialization, though not because of difficulty in construction or operation. The Lono-foot liner is still measurably removed from materialization, though not because of difficulty in construction or operation. The Lono-foot liner is not likely to come until port authorities on both sides of the Atlantic make provision for it. In improving port facilities, England and Germany will probably be finest and most completely land each set the town with all important in mad centres. The harbour is one of the finest and most completely land code.

Arrivals—June, 13.

Idia 4.739, Zar, light, Marseilles and Troste, Austro-American Line. Shed for fine the world, and construction of the world points, while the Intercolonial Railway consects the town with all important in mad centres. The harbour is one of the finest and most completely land centres and most completely land deced harbours in the world, and construction.

Vessel.	Year.	length.	tonnag
Vaterland	1914	950 ft.	
Aquitania	1914	901 ft.	47.00
Imperator	1913	903 ft.	52.50
Olympic	1911	883 ft.	46.36
Mauretania .	1907	790 ft.	31,10
Battie	1904	728 ft.	24,00
Oceanic	1899		17,00
. Majestic	1889		9,16
Etruria	1884		8,10
- A much to	reer sh	in that b	and has

"A much larger ship that had been undertaken prior to the White Star-liner "Baltic" was the "Great Eastern," built in 1858. This vessel had a gross tonnage of 19,000 and was designed to lay the first Atlantic cable. For all mercantile purposes of her time, however, she proved impracticable. She was broken we give,



New Fast Express Service

three hours of solid c Buffet—Library—Ob d and Tourist Sleer

		Canadian	No. 21	
Z	MONTREAL	8.45 a.m.	10.00 p.m.	E
ž	TORONTO	5.49 p.m.	7,35 a.m.	4
ĕ	WINDSOR	. 12.10 a.m.	2.00 p.m.	4
g	DETROIT	.11.35 p.m.	1.30 p.m.	CI
e	CHICAGO.	. 7.45 a.m.	9.05 p.m.	*

TICKET OFFICES:
141-143 St. James Street. Main 8125
Windoor Hotel
Place Viger and Windoor Street Staffons

ther Facilities

25 SQ. MILES AREA

officialism in construction of operation of transportation to all parts of transportation to all parts of transportation to all parts of the control of the provision parts of the provision of the land natural and control. The hardwar is one of the control of the parts of the provision of the land natural and control. The hardwar is one of the parts of th

reat care in teh working. The land treas of this coalfield amount to 200 quare miles, or about twirty-two niles in length, with a width of six niles, while the extent of the subnarine areas is unknown.

On both sides of the harbour are

On both sides of the harbour are arge coke-ovens, the produce of which s a million tons, per annum, and in this istrict there are also limestone quartes with an annual output of almost inillon tons. In point of population sydney ranks third among the cities of Eastern Canada, the two larger beng Halifax and St. John, N.B., situated 277 miles from Halifax, it is the astern externity of the Interestical lay the first Atlantic cable. For all mercantile purposes of her time, however, she proved impracticable. She was broken up after the object for which she was designed had been schleved. This vessel, undoubtedly, pointed the way to the possibilities of big ships in the carrying trade.

The largest development in ocean steamship building naturally has taken place on the north Atlantic. There has been considerable advance in the size of vessels on other ocean routes, as in the Orient, Australasian and Pacific trades, but the limitations of the Suez canal and most harbors earl of that waterway have retarded their development,

CANAL'S SAVING TO VANCOUVER SHIPPING.

Maccount Estimate Source of the statement of the William of twelve miles is fully \$0,000.

A Scaling Station.

The harbour is becoming a most before the statement of the present population is estimated at over 26,000 while that with in a radium of twelve miles is fully \$0,000.

The harbour is becoming a most before the statement of the statement of the strength of the strength of the strength of the strength of the instern extremity of the Intercolonial department of the strength of the str

CANAL'S SAVING TO VANCOUVER SHIPPING.

Vancouver Estimates \$22,500 Gained by Shorter Route.

The Vancouver Board of Trade says a steamer of the average size which probably will operate through the canal will have to pay \$3,000 to \$12,000 for the passage through the Fanama Canal.

The fastest steamers now make the run from Vancouver to New York around the Horn in 65 to 90 days, under a daily cost of \$500 to \$600 for operation. By the Panama Canal the same vessels will make the journey in about 20 days. On the basis of 65 days for the other route this makes a difference of 45 days, which multiplied by \$500 per day for operating costs, gives \$22,500, which represents the steamer's actual saving.

If ships can make the trip via the steamer's actual saving.

If ships can make the trip via the canal in 20 days, they will be able to make two trips by that route to one around the continent, which will greatly increase the earning capacity of the vessels.

CHICAGO ELEVATED PLAN.

CHICAGO ELEVATED PLAN. \$30,000,000 Notes Maturing July 1 Will Be Met With New Issues.

Be Met With New Issues.

Chicago, June 15.—It has been definitely ascertained that the Chicago Elevated Rallways has made arrangements to finance the \$30,000,000 5 per cent. notes maturing July 1. next. These notes are secured by \$25,000,000 first mortgage 5 per cent. thirty-year bonds of the Northwestern Elevated Rallroad Company, and practically all the stocks of the South Side Elevated Rallroad Company, and practically all the stocks of the South Side Elevated Rallroad Company. The \$25,000,000 first mortgage of the Northwestern Elevated and Chicago and Oak Park Elevated. The \$25,000,000 first mortgage of the Northwestern Elevated will be cancelled and a new mortgage for about \$12,000,000 will be made and the bonds will he sold. There will also be issued \$14,000,000 woyen 5 per cent. notes secured on the stocks pledged as collateral for the notes maturing July 1. The notes will be offered to the public at about \$8, land issue of \$7,000,000 dehentures will also be authorized.

MINE IS CLOSED. Butte despatch says that the North e Mine has been closed, following rences with miners. Similar ac-may be taken by other mines.

MAKE CAR EQUIPMENT. Great Northern Equipment Co. cap-ital \$5,000,000, incorporated in Minne-sota, to manufacture car equipment for

SHIPPING AND TRANSPORTATION NEWS

MONDAY, JUNE 15th, 1914.

Sun rises, 3,58 a.m. Sun sets, 7,48 p.m. New Moon, May 24th. First quarter, June 1st, Full moon, June 8th. Last quarter, June 15th. TIDE TABLE.

Quebec. water, 11.41 a.m. 14.1 feet, a.m.

Departures—June 14. Departures—June 14.

Carlton, 4,642, Heiderson, Avonneuth, grain. T. R. McCarthy.
Sicilian, 5,007, Peters, Hayre and dondon, passengers and general cargo.
Alan Line.

Wabana, 2,676, Reside, Sydney, light

Teutonic, from Liverpool 6 p.m., June 23Friedrich der Grosse, N. 224-France, N. Y.

New York wire:—Lapland due to dock this morning:

Sailed.

Teutonic, from Liverpool 6 p.m., 25-Cettic, N. Y.

Black Diamond Line, Vessels in Port.

Bertrand, T. R. McCarthy, Laurier

a.m., June 15th.

Pler.
Anglo Egyptian, New Zealand Shipping Co., At Tarte Pier.
Montreil, Canadian Pacific Shed 8.
Tyrolla, Canadian Pacific Shed 8.
Coningsby, Roth Line, Windmill

VESSEL	S BOUND FO	R MONTREA
Name.	From.	Le
Othello,	Buenos Ayres	
	Iall, Buenos Ay	
	t, Buenos Ayre	
	Tyne	
	Puerto Mexico	
	, London	
Santaren	, West Indies	June
Dalton H	lafi, Hull	June
Monmout	th, London	June
Hartlepo	ol, Naples	June
Scotlan.	London and H	avreTune
Devona.	Newcastle	Tune
Manchest	ter Commerce.	
	hester	
	Antwerp	
Tyskland	. Demerara	Inne

	Monthouth, London
ıt	Hartlepool, NaplesJun
-	
-	Mewcastle
c	Manchester Commerce,
e	Manchester Jui
e	Sowwell, Antwerp Jun
4	Typicland Domesican
	Lake Manitoba, LiverpoolJune
1	Serrana, BarbadoesJune
	Calentana Military
-	Cairntorr, MiddlesboroJune
	Cassandra, GlasgowJune
	Hesperian, GlasgowJune
	Ida, Norfolk June
	Salmonpool, MarseillesJune
	Wittekind, RotterdamJune
٠	Ascania, LondonJune
	Intelligence II at The A
1	Inishowen Head, BelfastJune
ľ	Manaman, Avonmouth June
	Tunisfan—Liverpool June Ruthenia, Liverpool June
	Ruthenia, LiverpoolJune
	Fremona, MiddlesboroJune
١	Virginian, LiverpoolJune
	Montealm London 1
	Montealm, London

ALLAN LINE STEAMERS.

10 p.m. June 12th. Scotlan, from London and Havre, f scottan, troin London and Havre, fo Quebec and Montreal, was abeat Heath Foint, 8 a.m., June 13th. Victorian, from Montreal and Cur-bec, for Liverpool, was 246 miles eas of Cape Race, 8 p.m. June 12th. Carthaginian, from Philadelphia, fo Glasgow, via St. John's, Nfid., arr St. John's, Nfid., 3 a.m. June 13th

DONALDSON LINE. Cassandra from Glasgow due Mor eal 7.30 p.m. to-morrow, June 16th, Athenia, from Montreal, arrived

CUNARD LINE.

Andania from London and Southampton, arrived at Montreal 7 a.m.
Sunday. Vessels Due in Port To-day. Cardiff Hall, Scotian, Kwarra, Sc

by Hesperian. CANADIAN PACIFIC RAILWAY COMPANY.
Upper Lake Steamers.
Alberta, departed Fort William 2.00
m., June 14th.

Manitoba, arrived Port McNicoll, at 8.25 a.m., June 15th. 9.40 a.m., June 15th.

ATLANTIC STEAMERS.

Lake Manitoba, from Liverpoo

SIGNAL SERVICE BULLETIN. of Marine and Fisheries.)

Noon. Montreal, June 15th, 1914. Crane Island., 32—In 10.15 mm., Antares.

Cape Salmon, 81—Cloudy, northeast.

1n 9.45 a.m. Kendal Castle.

Riv. du Loup, 92—Raining, northeast.

In 7.00 âm. a steamer and 5 schooners,

Little Metis, 176—In 9.00 a.m. Cassandra. Cape Chatte, 234—Out 9.30 a.m. a

two-masted steamer.
Martin River, 250—In 19.00 a.m. Gladstone. Out 10.25 a.m. Englishman, 10.40 a.m. Rockpool.
Cape Magdalen, 294—In 9.00 a.m., Lingan, 9.50 a.m. Alden.
Fame Point, 325—Out 8.15 a.m. fair Blackheath.

Monterate westerly winds; fair and cooler.

All West—Fair and warm.

PORT OF MONTREAL.

Blackheath.

Cape Rosier, 349—Clear, variable. In 10.00 a.m. Margaret. Out 8.40 a.m. steam-barge.

Money Point, 537—Clear, variable. Bersimis—Clear, northwest.

Point Des Monts—Clear, strong str

Willehad, arrived Montreal 7.45 23—Lake r p.m., June 14th, 1dit, arrived Montreal 4830 p.m., June 23Friedrich der Grosse, N.Y.,

June 13th.
Englishman, from Montreal 4.30 p.m.,
June 13th. - Passed Father Point 1.40
27.—Corsican, Montreal
27.—Corsican, Montreal Gothland, passed Cape Ray 10.57 27.

MARITIME PROVINCE SECURITIES.

(Quotations furnished by J. C. Mackintosh and Co., Members Montreal Stock Exchange, Exchange Bldg., Halifax.)

1	British North America152	148
	Canadian Bank Commerce 205	203
1 2 3	Montreal 240	235
3	Nova Scotia 265	263
4		220
5	Migoellaneous	
Э	Acadia Fire Insurance100	95
6	Acadia Sugar, Pref100	95
	Do. Ordinary 65	60
6	Brandram-Henderson, Com. 20	25
6	East. Can. Sav. and Loan 150	145
6	East. Trust Co	158
6	Mer. Nail, Pref. with 4 p.c.	
6	Com. Stock Bonds100	97
	Mar. Tel. and Tel. Pref. 1021/2	
7	N. S. Underwear, Pref 98	94
8	Do. Com 40	
8	Stanfield's Ltd. Pref100	
9	Finidad Electric 73	
0	Bonds:	
9	Brandram-Henderson, 6 p.c. 971/2	95
	Eastern Car, 6 p.c 100	97
í	Mar. Nail, 6 p.c100	98
	Mar. Tel. and Tel., 6 p.c 105	
1	N. S. S. and C. 1st, 5 p.c 88	85
	Do. 6 p.c. Deb. Stock 98	
1	Porto Rico Tel. 7 p.c 105	100
	Stanffeld's Ltd., 6 p.c100	95
d	WELLS NOW DRILLING	

Scandinavian, from Montreal and Quebec, for Glasgow, sailed hence 2.15 a.m. June 13th. Hesperian, from Glasgow, for Quebec and Montreal, was abeam Cape Race of Chesa.

	Following are the latest available
iec	figures showing progress made at
ce	various wells now drilling, also a
	for those companies that are setting
or	rigs:
	Dingman 2
m	Loegur 2
1	Difficed
	Dingman No. 2
st	Monarch
1	Federal
or	Dome
'n	Western Pacific
	Prudential
	Marine
	Stokes Stephens
t -	Security
	Rocky Mountain
at	Northwest Pacific
	Union Oil
	Phillips Elliott
	Phillips Elliott
-	Huron and Bruce
-	Herron Elder
Š	Herron Elder
3	Calgary Alberta Oil R
	Dome R
	Western Canada



MR. G. T. BELL,
neral Passenger Agent of Grand
Trunk Railway, who had charge of
the train arragements in connection with Petawawa Camp. Twenty special trains carrying 8,000
men and 4,000 horses arrived at
the camp to-day.

Wm. der Grosse Londor -Corinthlan, Montr 30-Kaiser Wilhelm H., N.Y.

SELLING EX-DIVIDEND

The following stocks will be selling ex-dividend on the New York Stock Exchange on the dates mentioned:— buck, Pfd. 1 1 July 1 15, Mon.—Liggett & M.

	Pfd	134	July
15,	MonNorth Amer.		July
15,	Mon.—Amer. Tob.		
	Pfd	1 1/6	July
15,	MonP. Lorillard,	-	
	Pfd	134	July
	Coni	21/6	
15,	MonTwin City		
	Rap. T., Pfd	134	July
	Con		July
15,	MonAlbany &	2	
	Susq	41/2	July
16,	MonLose-Wiles,		
	1st Pfd	13/4	July
15,	Mon.—N. Y. &		
	riariem, Fid	5	July
	Com	5	July
5,	MonRenss and		
	Saratoga	4	July
5,	Mon Ingersoll-		
	Rand, Pfd 3	J	uly
6,	TueKersge Co. Pfd.	134	July
	Com	3	July
6,	Tue.— Montana Power, Pfd.		
	Power, Pfd	134	July
	Com	1/2	July
6,	Tue.—Cuban-Am.		
	Sug. Pfd	134	July

Assimbola, arrived Fort William at 9.40 a.m., June 15th.

Assimbola, arrived Fort William at Joseph F. Fischter, a confidential employe of a jeweller in San Francisco, Lake Maintoba, from Liverpool for Montreal, passed Cape Ray at 6.30 Santa Cruz, Cal., charged with stealing jewellery valued at \$30,000.

A detachable coming tower for submarine boats has been invented by an Ontario man, which in case a submarine becomes disabled, will allow the jewellery valued at \$30,000.

News of Railroads

The Ontario Raliway and Munfel pal Board have adjourned the hearing of the argument on the traffic experts report until time 25-25. For the perts' report until June 25-25. For the Toronto Railway Company, Mr. H. L. Osler, K.C., contended that because the commpany had only received one copy of the report, and that only a proof from the printer, list Saturday, neither he nor the company's officials had had time to digest it thoroughly. He was surprised at the short space of time in which they were given to nermad time to digest it thoroughly. He was surprised at the short space of time in which they were given to pertuse the report. He added, "Juvolving, as it does, possibly, the expenditure of some \$2,000,000, we must have time to study it." The experts were not infallible in their report and it might be necessary to call witnesses.

Chairman McIntyre, declared that the board had accepted the report as it stood, and he did not propose to have witnesses called to dispute the evidence of the experts. All the company could do was to suggest a way or means to overcomme the conditions as they were outlined in the report.

HUMAN CLEARING HOUSE. San n Francisco Exposition Will have Bureau for Restoring Lost Child ren and Friends.

The officials of the Panama-Pacific International Exposition will provide a clearing house for lost children, lost friends, and relatives. This clearing house will consist of a central registration bureau which will be in communication with scores of telephones all over the grounds, as swell as with the entire San Francisco telephone system. Messages will be accepted and delivered free,

"MAPLE PRODUCTS DAY." Liverpool
Hamburg
Hamburg
Hamburg
Hamburg
Liverpool
Liverpool
Liverpool
Liwerpool
Liverpool
Laurier, Ottawa, the Fort Garry, Winnipeg, and other Grand Trunk hotels.
The maple sugar will be presented in white boxes embossed in gold with the well known Grand Trunk badge, the arms of the Provincial Government and Glasgow
Trieste
ampton
Antwerp
iverpool
Glasgow
Grand Trunk badge, the
Maple Leaf. The boxes will be
inscribed "In the Interest of More and
Antwerp
iverpool
Glasgow
Provincial authorities wil describe the
Arrey
Ariousp rocesses through which the maple products pass on the he tree to the table.

GEN. T. H. GOODMAN DEAD. Mr. Geo. T. Bell, passenger traffic manager of the Grand Trunk and Grand Trunk Pacific Railways to-day received from San Francisco news of the death of General Theodore H. Goodman, first general passenger agent of the Southern Pacific Railway, at the age of 84 years. General Goodman had been inactive railway seems een inactive railway service fo

THE CHARTER MARKET

Three more steamers fixed for June adding in grain.

New York, June 12th.—A moderate amount of business was concluded in the steamer market, including a good size heat for a cargo of case oil to lazil ports for July loading, and three arge carriers for grain from Montreal to various European destinations, Grain boats are in limited demand for prompt loading, but orders for August and September boats are fairly plentiful from Montreal and Gulf ports. Phere is also a limited linguity for coal carriers to Mediterraneun ports for early loading, but freights, of all. ful from Montreal and Gulf ports. There is also a limited liquity for coal carriers to Mediterranean ports for early loading, but freights of all other kinds are comparatively scarce. Rates for prompt boats hold fairly well, but for later delivery they are firm and tend higher. In the sailing vessel market trading was light and orders scarce in all trades. Rates remain nominal as last quoted.

Charters.

| Prof. | 15, Mon.—IV. Lorillard, | 1½ July | 1 | 100 | 97 | 15, Mon.—Twin City | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 10

Fig. 1. Steamers already fixed are as follows:

| Rig | Rys. Pfd. | 1½ July | 1 | Steamers already fixed are as follows:
| Rig | Rys. Pfd. | 1½ July | 1 | Steamer Kenifworth, 1,767, 18,600 | It was questioned in shipping circles whether the Santa Catalina has, described by the steamer Can. Pfd. 1½ July 1 | Br. steamer Pilar de Larringa, 2,691 | Rig | Com. | 1 July 1 | Br. steamer Pilar de Larringa, 2,691 | Rig | Com. | 1 July 1 | Br. steamer Pilar de Larringa, 2,691 | Rig | Com. | 1 July 1 | Br. steamer Pilar de Larringa, 2,691 | Rig | Com. | 3½ July 1 | Br. steamer Warrior, 2,394, 25,000 | Rig | Br. steamer Warrior, 2,394, 25,000 | Rig | Rig | Fri. —Goodrich Pfd. | 1¾ July 1 | Au. steamer Ida, 3,093, 25,000 | qrs. | Rig | Br. steamer Rig | Merican Rig | Rig

CANADIAN PACIFIC

MAIL AND PASSENGER SPECIAL Lv. Windsor St., 10 a.m. Thursday, June 18. Connecting with R. M. S. Calgarian. Trains wil run direct to ship's side.

NEW SERVICE TO CHICAGO

NOW IN EFFECT. Lv. Windsor St. .. 8.45 a.m. 10.09 p.m. Ar. Chicago ..., 7.45 a.m. 9.05 p.m. TICKET OFFICES: 146-343 St. James Street
Phone Main 512
Window Heat, Phace Vigor
& Window Street States

GRAND TRUNK SAILWAY

THE "INTERNATIONAL LIMITED."

Garada's Finest and Fastest Train
Leaves Montreal 9 a.m., arrivés Toronto
4.30 p.m., Detroit 9.55 p.m., Chicago
8 aim, daily.

NIGHT EXPRESS.

Leaves Montreal 10.30 p.m., arrives Toronto 7.30 a.m., Detroit 1.53 p.a., Chicago 9.25 p.m. daily.

THE LAKE AND RAIL ROUTE
TO WESTERN CANADA.
From Toronto, 31.15 a.m., Mondays,
Wednesdays, and Saturdays, via Grand
Trunk to Sarnia, Northern Navigation
Co, to Fort William, and Grand Trunk
Pacific to points in Western Canada.
MONTREAL ST, HILARE.
Commencing Monday, June 15th.

cific to p. MONTREAL-S1.

Commencing Monday, June 15th, a ew train will leave Montreal 7.40 a.m. except Sunday, and arrive St. m. Returnnik, will m. Returnnik, will me will be supported by the support of the support St. Hilaire at 8,45 a.m., arrive

CITY 122 St. James St. cor. St. Francoid XAvier - Phone Main 6305 OFFICES Windsor Hotel Uptown 1187 Bonaventure Sta'n Main 6293

Steamships

THE ATLANTIC ROYALS

Montreal-Bristol ROYAL EDWARD ROYAL GEORGE

Cellent Accommodation and Culsine ORCHESTRA PLAYS DAILY For Passage Rates and Full Particulars Consult CANADIAN NORTHERN STEAMSHIPS,

226 St. James St.; M. 6570, or any Steamship Agent

DONALDSON LINE

Glasgow Passesper and Freight rom Glasgow. From Montrea Three more steamers fixed for June June 13th June 13. Saturnia June 20th June 13. Saturnia June 21th

CUNARD LINE

Alberta Associated . Rig Caigary Alberta Oil . Rig Deme . Rig Wester: Canada . Rig Wester: Canada . Rig Wester: Canada . Rig Caigary News-Telegram .

APPLICATION TO LIST.

New York, June 15.—It is estimated Au. steamer Budapest 2.321, 22,000 grs. Montread to Hull, Avonmouth Briterian or Antwerp, is 10 46d, June Br. steamer Competitor, 2.216, 24,600 grs. Montread to Hull, Avonmouth Br. steamer Competitor, 2.216, 24,600 grs. Montread to Hull, Avonmouth Br. steamer Competitor, 2.216, 24,600 grs. Montread to Hull, Avonmouth Br. steamer Competitor, 2.216, 24,600 grs. Montread to Hull, Avonmouth Br. steamer Competitor, 2.216, 24,600 grs. Montread to Hull, Avonmouth Br. steamer Competitor, 2.216, 24,600 grs. Montread to Hull, Avonmouth Br. steamer Competitor, 2.216, 24,600 grs. Montread to Hull, Avonmouth Br. steamer Competitor, 2.216, 24,600 grs. Montread to Avonfmouth Br. steamer Finite Continuous steaming, the engine steam smellers antil present difficulties are definitely settled.

A detaebable coming tower for sub-

SMOKE VAFIADIS

Celebrated Egyptian Cigarettes

WH. CHARLION RELIGION, of the Grand
Trunk System, returned to Montreal
yesterday, after having accompanie
yesterday, after having accompanie
yesterday after havin

Mar. XXIX. No.

Real Estate

red fifty-seven, the largest ing the transfer from Mrs. Will Millan to Colin Munro, of lots 3 and 120, 121 and 122 Parish I, containing together 1 eet, the same being bounde ne street and Atwater ave

Alyer Dobrosfsky manufacturer, Alfred Lambert lots 490-4, 491-Jean Baptiste, together with N 229, and 231, Esplanade aver Myz gan

Joseph Moise Poicier sold to E. 1 Montreal, St. Paul ward, measuring fact by 110 feet, with No. 25 Avenue Piglise, for \$20,000. Rahault Company, Ltd., sold to J. eff A. Godwin, five-sevenths of 1 123 and 334, and the northern half the 245 Parish of St. Laurent, the sa having frontage to Sanguinet streets 10.45

Joseph Olier Renaud sold to Patenaude lot 1160 St. Mary War measuring 50 by 81 feet, with the mindings thereon in Cartier street.

is to A. Desjardins from U. Lip. 18 to A. Desarrains of the Company of Parish of Montreal, Out 107 \$14,000; lot 161-240 Cot workstion with the building thereon i rables, from J. R. Lavallie to A or for \$9,305, and lots 11-6 and Visitation, with the buildin Visitation, with the building on, from J. H. Olivier to R et, for \$8,150.

MR. CRADOCK SIMPSON, A CONSERVATIVE OPTIMIST

Mr. Cradock Simpson, the

inewn local real estate man, in an in-terview with a representative of the Jearnal of Commerce this morning stated, that he saw considerable has Journal of Commerce this morning stated, that he saw considerable liminosity of the control of the control of the city of the control of the city at the present time, although the market was still component their open of the control of the city was fair, but people were, asking for varie for their money, and that piece were into more of the city was fair, but people were asking for varie for their money, and that piece were into more a correct level. We simpson was of the opinion that the state values had been too high, especially in the outlying guidelysions of the city of the control of the contro

BEAL ESTATE MARKET

The following summary of the real state market for May is given by Coolock Simpson Company:—
During time month of May business in the real estate market indicated a strady but slow development. The volume of recorded transactions (including some completed months ago) was much greater than during the previous month, but it was about twenty of the process of the control of the con reason greater than during the prerious month, but it was about twenty-flee sar cent, less than in the corresponding month of last year. There
was distinct betterment, however, in
the conditions of the realty market
capital it to, those during the last few
senting owing to an undercurrent of investment findury. which compared to those during the last few searchs owing to an undercurrent of investment inquiry which will probably lead to business when selling prices are adjusted on a possible reversible sign and normal conditions prayall. The market is quiet owing to speculative inactivity, but it is encouraging to note a general feeling of hopefulness that will, in a year or so real castion for investment will again be in definant, and the prospects of a good cop in Western Canada is an additional factor in the situation. The large profits made in quick turns in real estate a year or two ago were the result of a peculiar constitution of circumstances not likely to occur again for some line and san of a peculiar combination of car-mistances not likely to occur again f some time, and any changes in val-s will depend more upon rapid tran-

or some time, and any changes in values will depend more upon rapid transit larcilities, and other local conditions, and transit larcilities, and other local conditions. The renting situation presents wide-in-different features in different localists. In the downtown section the new office in the downtown section the new office in the downtown section that had been seen to see the demand for offices for some time, but the fact must be taken and consideration that Montreal being the section, but the fact must be taken and consideration that Montreal being the downtown for the fact must be taken as a season office here, and there are also as least an office here, and there are settled to the downtown the downtown of the fact in th

sken place, will probably continue on seathy lines. Generally speaking, the mortgage san market is in a peculiar condition. There is please security but the rates of interest are high (from six and a land are security but, the rates of interest are high (from six and a land are seen per cent.) and lenders are very plarticular as to the security offered. There is nothing to indicate any change in the situation which will likely remainse it is for, at least, the remainder of the year.

There is no demand for subdivision lots at a distance from the central portions of the city, especially where no improvements have been made and particularly where there are little of ne stat, take hy introductions of these lets are little for the stat, take hy introductions of women who cannot be expected in future to dilate on the