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REGULAR SERVICES

MONTREAL—GLASGOW			
July 17	Aug. 21	Sept. 25	Saturnia
Aug. 7	Sept. 11	Oct. 16	Cassandra
N.Y.—GLASGOW (Via Merville)			
July 31	Aug. 28	Sept. 25	Columbia
NEW YORK—LIVERPOOL			
July 17	Aug. 14	Sept. 11	*K. Aug. Vict.
July 20			Vasari
July 24	Aug. 21	Sept. 18	*Caronia
N.Y.—PLY. CHER. & LONDON.			
Oct. 16	Nov. 13		Caronia
N.Y.—CHERBOURG, SOUTHAMPTON			
July 15	Aug. 12	Sept. 9	Imperator
July 31	Aug. 28	Sept. 22	Aquitania
Aug. 5	Sept. 2	Sept. 30	Mauretania
N.Y.—DUBROVNIK & TRIESTE.			
July 31			Italia

*Via Queenstown.
For rates of passage, freight and further particulars apply to local agents or

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The Replanning of Montreal.

(Continued from previous page.)

arguments all sorts of supposititious ones are used, as for instance that if the Tramways Company once get a foothold on the mountain they will be running lines everywhere around; that it will be nothing but another Coney Island debauch, that the mountain will be entirely disfigured with deep cuttings and ugly gashes in its side; and that all the little children within reach or sight will be killed.

There are at least two propositions under consideration at present that have the inherent elements of really satisfying results, and in the absence of more reliable data which a careful survey alone can supply it is impossible to determine their relative constructional advantages. The one is to carry a tramway line behind the mountain and the other to come around in front. At present the only debatable point between them is whether such a line should be kept as much as possible in obscurity, something to be ashamed of and hidden out of sight or else something to be proud of and brought right out into the open and made a special feature.

It should be remembered that there is nothing inherently ugly in the construction of a road, a tramway line or even a steam railroad; it all depends on how it is done as to whether it will prove a disfigurement or even a positive enhancement to the surroundings. And it seems also evi-

dent that of the two propositions the latter is more accommodating for the different sections of the mountain, besides affording an unrivalled scenic route, with the possibility of developing at the top a Promenade Terrace overlooking the whole city that would favourably compare with the world-famed Dufferin Terrace at Quebec. A terrace like this could be embellished with artistic shelters, fountains, monuments, band-stand and flower plots, and could be railed off and illuminated at night, becoming a wonderful and attractive resort.

The Role of the Engineer in Replanning Montreal.

The replanning of a city like Montreal involves the compilation of a vast amount of sociological and economic data, and with this data the best that can be expected will be merely an approximation of the desired result. This approximation can only be arrived at by a series of compromises requiring immense study and the application of the best brains that can be mobilized. The problem is essentially for the engineers, requiring at the same time the collaboration of the best architects and landscape men. And of one thing we can be very sure, that whatever obstacles and difficulties are in the way, while the compelling force may, and undoubtedly will become stronger as the years roll by, the solution of the problem itself will never be easier than it is to-day.—Reprinted from the "Journal of the Engineering Institute."

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"The Frontenac" leaves Montreal, Windsor St. Station 9.45 a.m. daily, arriving Quebec 3.00 p.m. Returning "The Frontenac" leaves Quebec 2.00 p.m. daily, arriving Montreal, Windsor Street Station 7.15 p.m.

Montreal, Place Viger, and Quebec.

(Eastbound.)

Trains leave Montreal, Place Viger Station, at 7.30 a.m. and 4.15 p.m. daily except Sunday and 10.45 p.m. daily, arriving Quebec at 1.55 p.m., 9.15 p.m. and 5.30 a.m. respectively.

(Westbound.)

Trains leave Quebec at 7.50 a.m. and 4.20 p.m. daily except Sunday and 10.45 p.m. daily arriving Montreal Place Viger Station at 2.20 p.m., 9.20 p.m. and 5.30 a.m. respectively.

Attention is called specially to "The Frontenac" leaving Montreal Windsor Street Station 9.45 a.m. daily (Eastern Standard Time), and to "The Viger," for the return trip, leaving Quebec 4.20 p.m. daily except Sunday, which means 5.20 p.m. Daylight Saving Time, and permits of journey being made in coolness.

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