interior contract of the service

CANADIAN PACIFIC

CHICAGO

MAY 31

AW -- Kailways

re de la la companya de la companya



Largest Steamers St. Lawrence Route

First Sailings from Quebec: Calgarian, Thurs., May 21st Alsatian, Thurs., June 4th

Rates of Passage: First \$95, Second \$55, Third \$33.75 Free Rail Tickets Wontreal to Quebec

For further information, apply Local Agents—Thos. Cook & Son, 530 St. Catherine St. West; W. H. Clancy, 122 St. James St.: W. H. Henry, 286 St James St.: Hone & Rivet, 9 St. Lawrence Blvd., or—

H. & A. ALLAN S. St. Peter Street W. MUNTREAL

Eleven Dead Were Cast Into Sea

Barely Living Picked Up on Sunday

LEATHER ONLY FOOD

Constant Fighting With Heavy Sea, Lack of Nourishment and Seem-ing Hopelesaness of Position Re-duced Survivors to State of Col-lapse.

Halifus, May 18.—After thirteen days of terrible suffering in an open boat. Tour survivors of the freight steamer (Columbian, burned at sea on May 2, were picked up in the north May 3, were picked up in the north Atlantic by the United States revenue



E. J. CHAMBERLIN. President of Grand Trunk System who is making great efforts to rende traffic as safe as possible.

And the state of t To Amend Bills of Lading Clauses Shipping Illustrated: We understand that Lloyd's underwriters are prepar-ing to take a hand in the bills of lading controversy. Underwriters'

News of Railroads

therto Only Means of Preventing Car from Meving off Trucks was King Pin—This Method has Been Greatly Improved.

By order of the President, Mr. E. J By order of the President, Mr. E. J. Chamberlin, the Grand Trunk and Grand Trunk Pacific Railways are building into each of their passenger care a new safety device. This is declared by experts to represent the most notable advance that has been made in car construction in modern times. It will make the telescoping of cars in accidents practically impossible, as it holds the body of the coach to the truck in such a manner that

sudden shock.

The detachment of the superstruc-ture from the heavy steel truck and the consequent telescoping, has been responsible in the past for most of the responsible in the past for most of the injuries to passengers in railway accidents. The Grand Trunk has enjoyed an enviable reputation for its safe carriage of passengers and the officers of the company believe that with the introduction of this latest improvement combined with the re-inforcing of the vestibules of the passenger ment combined with the re-inforcing of the vestibules of the passenger coaches which has been going on for some time past along with the provision of a high tension buffing device in the platforms to assist in absorbing sudden shock there will be a still further diminution in the small percentage of travellers hurt. In adopting this new device it has been the object of the railway to provide for the travelling public the very greatest assurance of safety that could be obtained by mechanical ingenuity.

A New Device.

A New Device.

A New Device.

Hitherto the only means provided to prevent the body of the ear from moving off the trucks has been the ordinary two-inch king pin But with fast running trains and the constant increase in the dead weight of passenger or the provided in the constant increase in the dead weight of passenger or the provided in the dead weight of passenger or the provided in the dead weight of passenger or the provided in the dead weight of passenger or the provided in the dead weight of passenger or the provided in the dead weight of passenger or the provided in the dead weight of passenger or the provided in the dead weight of passenger or the provided in the dead weight of passenger or the provided to the provid crease in the dead weight of passenger coaches some stronger medium of adjustment between truck and body was found to be necessary. After considerable investigation the car department presented to Mr. Chamberlin for his approval, a device that appears to have solved the problem of preventing separation of body and truck. This device is not at all intricate indeed simlicity and strength are the outstand plicity and strength are the outstanding features of its construction. Two
large forged steel keys pass through
the centre plate of the car, locking together the bolsters of truck and body
by heavy flanges at top and bottom.
These two keys are separated and
spread apart by the Insertion of the ordinary king pin. Although simple in
design this interlocking apparatus
holds the body of the car down to the
heavy steel underframe in a tenacious
fashion, resisting the heaviest of
shocks.

With this device in use the meeting With this device in use the meetin, of two trains would in all probability be attended by little injury to passen gers. The heavy shock or impact it collision is met by the heavy steel un derframe of modern cars, assisted by the buffing devices in operation. The trucks, even in the most severe collisions, generally remain, or or near the tracks in their ordinary position. They are anchored down by their general.

MONDAY, MAY 18th, 1911.

Almanac. Full Moon, June 8th. Last quarter, June 15th.

TIDE TABLE. Quebec.

High water, 1.04 a.m., 1.34 p.m.
Low water, 7.37 a.m., 8.16 p.m.
Rise, 13.2 feet a.m., 13.5 feet p.m.

Next High Tides, June 8th. Weather Forecasts. Lower Lakes, Georgian Bay Ottawa alley and Upper St. Lawrence—Fine

and warm.
Lower St. Lawrence, Gulf and
Maritime— Moderate southwesterly Lower St. Lawrence, Gu!f and Maritime— Moderate southwesterly winds; fair and warmer. Superfor— Fresh southwest winds; fair and warm. (Issued by Authority of the Depart ment of Marine and Fisheries.) Montreal, May 18th, 1914.

PORT OF MONTREAL.

Arrivais. Arrivais.

Laurentic, Jones, White Star-Dominon. From Liverpool, passengers and teneral cargo: Arrived May 17th ion. From Liverpool, passengers and general eargo. Arrived May 17th James Thom, Agent. Norhilda, Donald S. S. Co. From San Domingo, with sugar for Canada Sugar Refinery. McLean, Kennedy and Co., Agents. Arrived May 17th.

Departures.

Manchester Engineer, Smith, Manchester Line for Manchester. Sailed May 16th. Furness, Withy Co., Agts. Scotian, Henry, Allan Line, for Glassow, passengers and general cargo. Sailed May 17. H. & A. Allan, Agents. Normannia, Ericcson. Left Montreal for Chicoutini light to load lumber for Rouen, France. Sailed May 16.

Vessels due To-night. Cunard Liner Ascania, from South impton: Lake Manitoba, C. P. R., from Liverpool, Crown of Aragon, Direct Line, from West Indies.

Vessels in Port. Laurentic, Jones, White Star-Domin-on Line, from Liverpool. To sail May 3rd. James'T horn, Agent. Norhilda, Donald SS. Co., from San

Domingo. Discharging sugar at Wind nill Point for Canada Sugar Refinery McLean Kenedy Co., Agents.
Royal Edward, Wooten, Royal Line,
from Bristol. To sail May 19th. Royal
Line, Agents.
Glendene, Corner, from Sabine, Texas, with sulphur. Dicharging at
Windmill Point, Furness, Withy Co.,
Agents.

Windmill Point, Furness, Agents,
Agents,
Bronwen, Williams. To load grain
for Europe at Windmill Point. T. R.
McCarthy, Agent.
Brand, Bollestoll, from Barbadoes
with molasses. Discharging for St.
Lawrence Sugar Refinery at Laurier
Pier. T. R. McCarthy, Agent.

The steamer Scandinavian, from Montreal and Quebec, for Glasgow, sailed hence 3.45 a.m. May 16th. The steamer Pomeranian, from Glasgow and Liverpool for St. John's, Nfld. Halifax and Philadelpina, arrived at Philadelpina, 7 a.m. May 16th.

S. S. Teutonic sailed from Liverpool 6 p.m. May 16th, with 205 second and 660 third class passenger.

Canada Line. Armenia arrived at Halifax 2 a.m. Dominion Line.

S. S. Turcoman sailed from Avon nouth 10 p.m. on the 14th.

SIGNAL SERVICE BULLETIN.

9,30 a.m. Crane Island, 32—Clear, southwest

6.50 a.m., a steam barge. Cape Chatte, 234—Cloudy, south west.
Martin River, 260—Cloudy, southwest. In 7,50 a.m. Hesperian. Out 6,30 a.m. Manchester Engineer, 7,00 a m. Scotlan.
Cape Magdalen, 294—Cloudy, south-

west.
Fame Point, 325—Clear, south-west.
In 4.00 a.m. Gladstone, 5.20 a.m. Nevada and Lady of Gaspe, 7.50 a.m. Fansom and tow. Out 1.35 a.m. Devona, 2.16 a.m. Monmouth.
Cape Ray, 553—In 8.00 p.m. yesterday Lake Michigan, 5.55 p.m. Cassandra. Out 3.00 a.m. Letitla, 6.30 a.m. Scandinavian, 5.25 a.m. Andania.
Cape Race, 820—In 2.00 a.m. Corinthian, 5.30 a.m., 280 miles south-east Virginian.

Quebec to Montreal. Longue Pointe, 5—Clear, strong v 3.55 a.m. Robert Rhodes, 5.15

Vercheres, 19—Clear, southwest. Sorel, 39—Clear, south. Out

Vercheres, 19—Clear, southwest.
Sorel, 39—Clear, south. Out 7.55
sorel, 39—Clear, south. Out 7.55
thm. Batiscan. 88—Cloudy, southwest.
Batiscan, 88—Cloudy, southwest.
St. Jean, 94—Foggy, light west. In
345 a.m. Crown of Arragon.
Grondines, 98—Foggy, light west.
Portneuf, 108—Cloudy, west.
Portneuf, 108—Cloudy, west.
St. Nicholas, 127—Cloudy, west.
Quebec, 139—Cloudy, west.
Quebec, 139—Cloudy, west.
Trivec
n 5.15 a.m. Savoy, 6.10 a.m. Crown
of Castille, 8.20 a.m. Cascapedia. Left.
p 8.00 a.m. Ascania, 8,45 a.m. Lake

The rudder of the new Allan Line Q.T.S.S. Calgarian now in port at Quebec weighs 40 tons. The rudder, which is similar in shape to those used in ships of war owing to the cruiser stern, which is a feature of the steamer, is a double steel casting, the upper part with the shaft being cast separate from the lower and both are bolted together horizontally. The whole rudder is 21 feet wide by 26.6 feet from beel to top of the cast shaft and was heel to top of the cast shaft and wa forged by Cammell Laird and Co., Ltd. of Sheffield and Birkenhead.

The Glasgow correspondent of the Shipping World makes the following

statement in a recent issue: A good deal of dissatisfaction is be g expressed by the leading exporter. n the Canadian trade at the high rate charged by the liner companies of consignments of goods to Canad While freights were high shippers ha While freights were high shippers had of course, no remedy; but now the contend that with freights at the present level, there should also be corresponding reduction in liner rat for cargo. The liner companies, in those that the depression is but ten porary, are choosing to decline carrather than lower rates. The "protes made by the shippers against this a made by the shippers against this at titude is that they are finding other means of exporting their goods to means of exporting their goods to Canadian ports. Last week Messrs. Maclay and McIntyre's steamer Mered-ilio left Glasgow for Quebec with about 5,000 tons of cargo which under ordi-nary circumstances would have been carried by one or other of the regular liners. It is probable that unless rates are lowered other tramp steamers will follow the Mereddio.

UNEMPLOYED TONNAGE UN-AFFECTED BY ST LAW-RENCE OPENING.

perceptible effect in freight values, or materially decreased the amount of unemployed tonnage.—Liverpool correspondent, Shipping World.

This seems hardly consistent with the fact that, in so far as the St. Lawrence season is concerned, the tramp chartering for grain loading has been unsually brisk. At present some 30 steamers have been fixed for grain loading at Montreal and a number of vessels are finding the rates offered

ADDITIONAL SERVICE.

Lv. Place Viger, 1.15 p.m., May 23, 30, for Shawbridge, St. Agathe and int. stations.
Lv. St. Agathe, 4.45 p.m., May 31,
Ar. Montreal, 7.35 p.m.
Lv. St. Agathe, 7.40 p.m., May 25,
Ar. Montreal 10.40 p.m.
Parlor Car on above trains.

SAYS LINER RATES ARE HIGH.

RENCE OPENING.

The depression in freights, together with the falling off in emigration, particularly to North America, is causing some concern to owners and managers of steamers of both the tramp and iner class. Several of the former are being laid up until the market improves, and the sailings of some of the tiners are being made less regularly. The opening of the Baltic and St. Lawence seasons has made scarcely any nce seasons has made scarcely reeptible effect in freight values,

Lv. Windsor St. 8.30 p.m.,
Wednesday, May 20th,
MAIL and PASSENGER SPECIAL, CALGARIAN'S RUDDER WEIGHS 40
TONS.

The rudder of the new Alian Line **NEW SERVICE TO**

TICKET OFFICES: 141-143 St. James Street
Windler Florid, Place Viger
& Windler Street Stations GRAND TRUNK SYSTEM Excursion to New York Thursday, May 28th, 1914 \$12.30 Tickets good to return until June 6t THE DOUBLE TRACK WAY. Montreal and Toronto. Four Trains Daily.

Four Trains Daily.

Highest Class of Equipment.
Club Compartment Car on 10.30 p.m.
train.

CITY
TICKET
OFFICES

| 122 St. James St. cor. St. Francols
Xavier - Phone Main C005
Windsor Hotel "Uptown 1187
Bonaventure Stan" Main 8229

Steamships

Canada Steamship Lines, Limited

Richelieu & Ontario Division

Quebec Line Service, except

Saguenay Line ner leaves Quebec on Tues-and Saturdays at 8.00 a. n.

Toronto-Hamilton and Montreal Line
Three Sailings Weekly—Tuesday
Fridays, and Saturdays.

Gulf Ports

Name. From	Dat
Rotterdam Rotterdam Ma	v !
dinnetonka Southampton Ma	iv !
merika Hamburg Ma	v s
Rochambeau HavreMa	v S
alifornia Glasgow Ma	v S
winsk Liban Ma	y T
eramniaLisbonMa	v 6
ergensfjordBergen Ma	v 9
arragansett London Ma	v 6
otterdam (tank) Rotterdam Ma	v 5
abingaGibraltarApr	1 25
amaguey Hayana Ma	e' 14
lbingiaKingstonMa	v 11
razosSanJuanMay	13
oth CuneoPort Antonio May	13
ermudian Bermuda May	

TABLE SHO

VOL. XXIX. N

Many Premiums Red Fire and Life I

MARKED =

reat West Life Assur. Co. resham Life Assur. Soo mperial Life Assur. Inter. Insur. Co. London Life Ins. Co. Policyholders Mutual Prudential Life (Winnipeg) rudential of America un Life Assurance Sun Life Assurance
Sauvegarde Life Ins. Co.
Standard Life Ins. Co.
Stardard Life Ins. Co.
Sovereign Life Assur. Co.
Trav. Ins. Co. of Hartford
Tray, Ins. Co. of Canada
Western Empire Life
Western Life Assur. Co.
Western Masons Life

(a) Returns not in yet.
(b) Including \$51,794, estima not yet reported

Adliance Assur. Co. Ltd.
Am. Ins. Co.
Amins. Co.
Anglo-Am. Fire Ins. Co.
Acadia Fire Ins. Co.
Arado Am. Fire Ins. Co.
Brit. Northwest. Fire Ins.
Brit. Co.
Brit. Fire Ins. Co.
Brit. Co.
Brit. Co.
Brit. Co.
Grit. Crown Assur. Co.
Ltd.
Hrit. Dom. Gen. Ins. Co.
Cal. Ins. Co.
Cont. Ins. Co. of N.Y.
Com. Union Assur. Co.
Can. Nat. Fire Ins. (Wpg.)
Can. Fire Ins. Co.
Caneconian Ins. Co.
Contins. Fire Ins. (Wpg.)
Cent. Canada Ins. Co.
Can. Phoenix Ins. Co.
Can. Phoenix Ins. Co.
Can. Nat. (Mutual) Alliance Assur. Co. Ltd.

Enipoyers Liab Assur.
Fidelity Phoenix Fire Ins.
Cireman's Fund Ins. Co.
Fiteman's Ins. Co.
Fiteman's Ins. Co.
Gen., Accid. Fire & Life As.
Chrmania Fire Ins. Co.
Giardian Assur. Co.
German Am. Ins. Co.
Gen. Fire Assur. of Paris.
Hudson Bay Ins. Co. derman Am. Ins. Co.
den. Fire Assur. of Paris.
dudson Bay Ins. Co.
lart. Fire Ins. Co.
lome Ins. Co.
lome Ins. Co.
lome Ins. Co.
of St. of St. of Fenn.
imberial Underwriters' Co.
los. Co. of North Am.
Lom. Assur Co.
Law. Un. & Rock Ins. Co.
Law. Un. & Rock Ins. Co.
Lond. & Laric. Fire Ins. Lond, & Laric, Fire Ins.
Lond Mutual Fire Ins. Co.
Liv. Manitoba Assur. Co.
Liv. & Lon. & Globe Ins.
Lumber Ins. Co.
Mont. Can. Fire Ins. Co.
Mont. Can. Fire Ins. Co.
Nont. Assur. Co.
Nor. Assur. Co.

Nor. Assur Co.

Northwest. Nat. Ins. Co.

Northwest Fire Ins. Co.

Northwest Fire Ins. Co.

Northwest Fire Ins. Co.

Northwest Fire Ins. Co.

Nat. Union Fire Ins. Co.

Nat. Ins. Co.

Nat. Ins. Co.

Quebec Fire Ins. Co.

Quebec Fire Ins. Co.

Quebec Fire Ins. Co.

Scot. Un. & Nat. Ins. Co.

Scot. Union Fire Ins. Co.

Union Fire Ins. Co.

West Assur. Co.

West Assur. Co.

West Assur. Co.

Yorkshire Ins. Co.

Totals for 1513 r. Assur. Co. rihwest. Nat. Ins. Co.

Totals for 1913 . . . \$2,40: Totals for 1912 . . . 1,94

(a) Returns not in yet. *includes \$133,760, estimated on yet reported for 1913, includes \$100,000 estimated losses