the state of the local

Splendid Canadian Steamship Makes Inaugural Trip.

To the strains of the Sarna band, the salutes of steamship and factory whistles, and the cheers of the watchers on the wharf, the stately steamship swing out from the wharf on the first leg of her passage down the St. Clair fiver to Detroit. Straightening out in the channel, she glided down stream with an almost imperceptible motion, while the great lake freighters and smaller steamers blared forth their reviecome and good wishes to the new Queen of the Inland Seas.

The worse from Sarna band and seats for the early market and so fall and part of the card players. The worse from Sarna band in the lobby on the main the celd are palled with polary of carved or carved on strain and so do, softly but generously gilded. A staircase leads from this lobby to the staircast leads from this lobby to the colon strain deal of the card players. The worse from Sarna band of the card players. The worse from Sarna band of the card players. The worse from Sarna band of the card players. The worse from Sarna band of the card players. The worse from Sarna band of the card players. The worse from Sarna band of the card players. The worse from Sarna band of the card players. The worse from Sarna band of the card players. The worse from Sarna band of the card players.

and Claveland. The night came, moonlit and star-spangicle, and all the delights, of a beautiful summer's evening
seemed to be invested in the ship and
her company. An excellent orchestra
regaled the guests with well-played
selection from the operas and popular
metodies, and after dinner the rich
carpets were lifted from the great observation room, and an informal dance
was held.

With a peculiar absence of vibration, with a peculiar absence of vibration, the bir ship ploughed her way down Lake Frie, and at dawn arrived at Cleveland. Stopping there but a short time, ahe returned over her course again and disembarked her passengers into the waiting Grand Trunk special at Windsor, where they were whirled away to Toronto and Montreal with many pleasant memories and earns re-

away to Toronto and Montreal with many pleasant memories and some regrets that the trip was over.

The Noronic is essentially a Canadian product. She was constructed by the Western Dry Dock and Shipbuilding Company at Port Arthur, and represents the last word in take shipbuilding and design. Launched on June 2nd, 1913, it took a whole year to complete fifther her cut weter. lete fitting her out, so lavish and ion are 385 feet overall, 362 teet between perpendiculars, 52 feet beam, 24 feet 8 inches depth, 6,995 tons gross, 3,935 tons register. The propelling power consists of one set of quadruple expansion engines of 328.

a.b.p. capable of driving the vessel at 19 knots per hour.

n.h.p. capable of driving the vessel in legislation. She is built of steel throughout, with six decks, a double bottom 4 feet 9 inches deep extending the whole length of the vessel, eight transverse bulk-heads, and two collision bulkheads forward. Fourteen steel lifeboats capable of holding 30 persons in each and slung on davits fitted with patent lowering gear, and a powerful Marconi wirelss installation add to the safety equipment of the liner.

The dining room is in many respects the most delightful of all the pleasing spaces upon the ship. The ceiling is finished in very pale greens and whites, wedgewood in effect the low relief being beautifully handled. The walls and the columns are of mahogany, rosewood and marquetry, inlaid. The room is provided with a sideboard which, while large, is so perfect in scale, so cleverly designed, that one is scale, so cleverly designed. The room is provided with a sideboard which, while large, is so perfect in scale, so cleverly designed, that one had conscious of its remarkable size. The windows are tastefully draped with simple hangings colored in harmony with the general scheme of the room. The dining tables and chairs are of mahogany and bronze, the chairs being upholstered with tapestry of the same soft green used throughout. This dining room is one hundred and eighty feet long by fifty feet wide and has a seating capacity of two nundred and eighty exist. The electric lighting is indirect large bowl fixtures being fitted over each table. Fireless cookers are also fitted at the tables cookers are also fitted at the tables cookers are also fitted at the tables and vertisement, and the service of the uniformed colored walters is perfect. The observation room is divided from the diming room by folding glass artitions. An oreestra stand is built at this point so that the music can be used for dancing or the glass doors can be folded back for the dining room. Above the deck, where the

Sarnia was en fete on Saturday when the Grand Trunk special disembarked the fortunate people invited by the courtesy of the railway company and the Northern Navigation Company to make the inaugural trip to Detroit and Cleveland aboard the Noroniclatest and most magnificent addition to the fleet. The day was ideal, brilliant sunshine and blue sky and the great ship, decked from rail to truck in yari-colored bunting, presented a beautiful picture well in keeping with the beauty of the day.

The Noronic impresses one from the first, and we, who are familiar with the leviathans of the Atlantic, have to admit a similar sense of admiration on beholding her, as in the sight of an Imperator or Lusitania. The Noronic does not compare with them in size, but for spick and span appearance and elegance of appointments, she is not to be outdone by the palaces of the Ocean Ferry.

To the strains of the Sarna band, the salutes of steamship and factory whistles, and the cheers of the watchers on the wharf, the stately steamship. The warre for the strains of the stately steamship. The warre for the writing from and observation rooms are stuated is the boat deck. Here are the writing rooms with card-playing page, etc. The falls are panelled in the writing rooms with card-playing page, etc. The falls are panelled in the writing rooms with card-playing page, etc. The falls are panelled in the writing rooms with card-playing page, etc. The falls are panelled in the writing rooms with card-playing page, etc. The falls are panelled in the writing rooms with card-playing page, etc. The falls are panelled in the writing rooms with card-playing page, etc. The falls are panelled in the writing rooms with card-playing page, etc. The falls are panelled in the writing rooms with card-playing page, etc. The falls are panelled in the writing rooms with card-playing page, etc. The falls are panelled in the writing rooms with card-playing page, etc. The falls are panelled in the writing rooms with card-playing page, etc. The falls are panelled i

The voyage from Sarnia to Detroit down the St. Clair River was in the natura of a triumphal procession. Everything floating, from the humble dredge to the 500 foot bulk freighter; the motor boat to the excursion steamer, voiced their homage to the Noronic in the roaring shriek of many keyed syrens, and we, who strolled the un-flooded decks, felt that the homage was well deserved.

A stop of an hour was made merican effect of the passance. was well deserved.

A stop of an hour was made in the merican city, during which time the party foured the city and lovely Belle liste in automobiles, and at dusk the stately vessel sheered off from Detroit wharf and swung out for Lake Erie and Cleveland. The night came, moonity and stately the stately are stately and such control of the stately control of the stat

stateroom has an individual raditor, not and cold running water, and berth reading lights. All staterooms are carpeted to correspond with the general carpets used throughout the spardeck. The furniture is English or Queen Anne style in oak and leather. Further aft will be found barber shop, bath room, lavatories, etc.

Passing up the grand staircase the grand salon is entered, located amid-ships on the promenade deck. The beauty of the carpets and the general quactiousness are striking. The decorator's skill is here seen at its best. Four large carryed panels to has relief decided the messing of the water from the mountain to the sea, with water sprites, despities, cherubs, and alterorical figures, beautifully portrayed by the artist. Both on starboard and

gorieal figures, beautifully portrayed by the artist Both on starboard and port side are large lounging seats. Here again is noticed the quiet dignity of the mahogany and the rich blues and browns of the tapestry in the finish of the seats. For color effect the windows are draped or hung with traight lines of antique velvet. In addition to the lounging seats there are straight lines of artique velvet. In addition to the lounging seats there are provided for this deck throughout a number of English fireside chairs in mahogany upholstered in English blue and brown tapestry. This tapestry was manufactured especially for use in this particular work. This deck is provided with three stairways to the observation dock.

vation deck,
The parlor staterooms panelled i mahogany, with private bath, here ar rest attention. There are ten in all carpeted in special colors, and furnish ad with chairs, table and bed of ma bogany, oak and other woods. It has been the aim of the architect to s

ocen the aim of the architect to so contrast the parlor staterooms that one at least would not fail to please the varying tastes of the many nationalities whose patronage the Northern Navigation Company receives.

At the extreme forward end is the drawing room, furnished in perfect laste and semi-circular in form, be-

## BLACK DIAMOND STEAMSHIP LINE

Montreal to Prince Edward Island Ports Sydney and Newfoundland

Next sailings:— S.S. "CACOUNA".....June 10th
S.S. "MORWENNA"....June 12th For information as to Space, Rates, etc., apply

A. T. WELDON General Passenger 112 St. James St. Main 4491. Wharf Office. East 5436.

## SHIPPING AND TRANSPORTATION NEWS

VESSELS BOUND FOR MONTREAL

Name. From.
Bertrand, Caletabuena .....
Welbeck Hall, Rio Janeiro...
Bray Head .....
Anglo Egyptian, Newcastle ....

Spiral, Norfolk, Va., ..

arlton, Tyne Megantic, Liverpool Iona, Middlesboro, ...

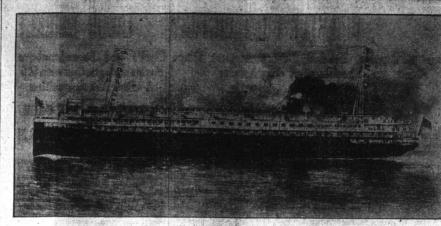
Ausonia, London

Coriscan, from Glasgow, for Queb

Quebec and Montreal, was reported 200 miles northeast Cape Race 6.30 p.m

May 29th.
Grampian, from Glasgow, for Quebec and Montreal, was reported 130 miles east Cape Ray 9.15 a.m. May

Hamburg-American Line.



NEW NORTHERN NAVIGATION COMPANY'S STEAMSHIP NORONIC

MONDAY, JUNE 1st, 1914.

Almanac.
Sun rises, 4:03 a.m.
Sun sets, 7.38 p.m.
New Moon, May 24th,
First quarter, June 1st,
Full moon, June 8th,
Last quarter, June 15th. TIDE TABLE.

Quebec.
High water, 11.12 a.m., 11.56 p.m.
Low water, 6.13 a.m., 6.48 p.m.
Rise 15 feet a.m., 14.1 feet p.m.
Next High Tides, June 8th.

north; a rew local thunderstorms, but generally fair and warm. Ottawa Valley, Upper and Lower St. Lawrence—Westerly to northerly winds; fair; stationary or slightly

Maritime Moderate to fresh south-

PORT OF MONTREAL

Twenty-Three hours of Solid

Comfort from Montreal to Chicago.

Compartment—Buffet—Library
Observation Cars.

Standard and Tourist Sleepers

WESTBOUND

No. 19 No. 21

Lv. Montreal 8.45 a.m. 10.00 p.m. E.T. Lv. Chicago 9.30 a.m. 5.40 p.m. C.T. Ar. Toronto 5.40 p.m. 7.35 a.m. " Ar. Detroit 3.55 p.m. 12.01 a.m. "

Lv. Toronto 6.10 p.m. 8.00 a.m. " Lv. Detroit 4.05 p.m. 12.18 a.m. "

Ar. Windsor 12.10 a.m. 2.00 p.m. " Ar. Windsor 5,15 p.m. 1.25 a.m. E.T.

Lv. Windsor 11.25 a.m. 1,15 p.m. C.T. Lv. Windsor 5.25 p.m. 1.40 a.m. "

Ar. Detroit 11.35 p.m. 1.30 p.m. " Ar. Toronto 11.20 p.m. 8.00 a.m. "

Lv. Detroit 11.55 p.m. 1.40 p.m. " Lv. Toronto 11.40 p.m. 9.00 a.m. "

Ar. Chicago 7.45 a.m. 9.05 p.m. " Ar. Montreal 8.55 a.m. 6.10 p.m. "

Ticket Offices 141-143 St. James Street, Main 8125

Place Viger and Windsor Street Stations

NEW FAST EXPRESS SERVICE

CHEROSEN -

cargo. Arrived May 31st, C. P., R. agents.

Kenilworth, Young, from Hull in ballast to load grain. Arrived May 31.

T. R. McCarthy, agent.

Hannover, Froitzsch, Canada Line, from Hamburg Bremen and Rotterdam, passengers and cargo. Arrived May 31st, James Thom, agent.

VESSELS BOUND FOR MONTREAL.

Departures.
Teutonic, James, White Star-Domnion, pessengers and cargo for Liver-pool. Sailed May 31st, James Thom,

agent.

Corsican, Hall, Allan Line, passengers and cargo, for Giasgow. Sailed May 31st Allan Line, agents.

Saturnia, Taylor, Donaldson Line, passengers and cargo, for Glasgow.

Sailed May 31st, Robert. Reford Co., page 15 Anglo Egyptian, Newcastle May
Coningsby, Antwerp. May
Wentworth, Marseilles May
Othello, Buenos Ayres May
Manchester Citizen, Manchester May
Cardiff Hall, Buenos Ayres May
Hesleyside, Tyné May
Rockpool, Tyne May
Montexuma, Antwerp May
Mount Temple, London May
Ionian, London May
Soniral Norfolk Va May

Vessels in Port. Mount Temple, C. P. R., London and Antwerp, C. P. R., agents. Kenliworth. To load grain for Eu-rope. T. R. McCarthy, agent. Hamover, Canada Line. Hamburs. Breimen and Rotterdam. James Thom. Bengore Head Head Line, McLean

westerly to northwesterly. winds: a few local showers or thunderstorms, but mostly fair and warm.

Superior—Moderate winds; fine and moderately warm.

Superior—Winderate winds; fine and moderately warm. Pennine Range, Furness Line. Load-

gents.
Royal George Royal Line, Bristologal Line, agents. Royal Line, agents.

Monarch, Elder Dempster, Loading
or South African ports at Tarte Pier and Montreal, arrived at Montreal 7.2 p.m. May 29th. Hesperian, from Montreal and Que bee, for Glasgow, was reported 49 miles west of Malin Head 2 p.m. Ma Elder-Dempster Co., agents. Karamea, N.Z.S.S. Co., loading for

ish is seen one realizes why it has this week, and will take up her retaken a whole year to fit up the Norgular run—The Fresh Water Sea taken a whole year to fit up the Noronic.

The Northern Navigation Company have spared neither money or time in the effort to make their flagship the Queen of the Inland Seas, and in the Noronic, Canada has every reason to be proud of a ship which in construction, furniture and design is on a pary with the finest examples of shiptunding from the yards of the world.

The Noronic goes into commission comfort.

SMITHS

PERTH

Operated by the

CANADIAN PACIFIC

MICHIGAN CENTRAL

EASTBOUND

Via Windsor and the

No. 22 No. 20

PETERBORG

\$.0088.

'Freight locomotives cost \$25,000 today. Fifteen years ago they cost \$15,100. And the cost of repairs and renewal has increased from four to tencents per mile. Over the same period
wages have increased 25 per cent.

"All there is to offset this great increase is correct." rease is careful management. The ew freight cars hold one-fourth to

ST. JOHN 18 ENCOURAGED.
(Special Correspondence.)
St. John, N.B., June I.—It is reported that the C. P. R. have asked the city for the use, next season, of the same steamer berths as were used by them last season and in addition that they be allowed the use of the new Government berths, numbers 14, 15 and 16. There is read into this decision that, the company plans increased business at this port next winter.

London cable says that to meet German competition British shipown-ers are contemplating amalgamation of various companies, involving change in ownership of interests estimated at om \$100,000,000 to \$150,000,000. Re re expected to be lowered, ste orked more economically, and support of British ships eliminated.

Hamburg, eastbound, arrived at Gib-ltar from New York, May 29th. Arcadia, westbound, arrived at New ork from Hamburg, May 29th. Kais, Aug. Victoria, westbound, ar-red at New York from Hamburg, C. P. R. SERVICE TO CHICAGO. The inauguration of the new service took place yesterday, the train leaving at 8.45 a.m. There were seven cars of the new equipment of the C. P. R. standard and its appearance was unexcelled. It goes through to Chicago by the Michigan Central Railway from Windsor and no finer train will enter the Michigan Avenue Canadian Pacific Railway Company.
Upper Lake Steamers. Keewatin arrived Port McNicoll 7.30 .m. 31st May. a.m. 31st May.

Assinibola departed Saut Ste, Marie 1.10 p.m. 31st May, up.

Manitoba, departed Sault Ste, Marie
1.25 p.m. 31st May, down.

Alberta, departed Fort William 2.00

p.m. 31st May.

Railway from Windsor and no finer train will enter the Michigan Avenue Station of that Company.

Such a train will be of great advantage in attracting people of the Western States to Canada and to travel via Canada to New England.

As the train left it was evident hat the service was appreciated as the end platform of the Observation car was crowded with travellers.

The new dining car of the C. P. Was also precisive. Atlantic Steamers. Mount Temple, from London and Antwerp arrived Montreal 7.20 a.m. May 31st. SIGNAL SERVICE BULLETIN.

Savoy at wharf. Arrived down 7.30
a.m. Honoriva.
S. W. Point, 360—Cloudy, north west.
Heath Point, 439—Raininf, south.
Cape Ray, 553— Out 1.30 a.m. La
Fouraine.
Flat Point, 575—Raining, south,
Point Amour, 673—Dense fog, west.
Belle Isle, 734—Foggy, west.
Cape Race, 826—Out 11.00 p.m. yesterday, 210 miles gasf Lake Michigan.

West of Mantraal.

West of Mantraal.

Touraine.

Flat Point, 575—Raining, south,
Point Amour, 673—Dense fog, west.
Belle Isle, 734—Foggy, west.
Cape Race, 826—Out 11.09 p.m. yes,
terday, 210 miles east Lake Michigan.
Quebec to Montreal.
Long Point, 5—Clear, light west. In
9.35 a.m. Quebec.
Vercheres, 19—Clear, west. In 11.36
a.m. Canada, Gaspe Line.
Sorel, 39—Clear, north west. Left
pp 10.36 a.m. Hudson and tow. In 10
a.m. Querida, 10.35 a.m. Blackheath
Eeft down 11.55 a.m. Tadousse.
Three Rivers, 71—Clear, north west.
In 8.55 a.m. Spiral.
Batiscan, 88—Clear, north west. In
11.35 a.m. Megantic. Out 11.25 a.m.
Alaska and tow.
St. Jean, 94—Clear, west. In 11.40

SMOKE VAFIADIS

Celebrated Egyptan Cigarettes
"Bulak," 10 for 15c

Sinia and tow.
Bride Station, 133—Clear, west.
Guebec, 139—Clear west. Arrived in
British Eas bound, \$20 cls b

News of Railroads

widened, to meet conditions growing out of parcel pest traffic, which make accommodation for large packages ne

By decision of the United States Supreme Court, the Denver and Rio Grande has usurped part of the right of way of the Arizona and Colorado in New Mexico, and will have to get off. The dispute has been in liftiga-tion for a number of years,

INCREASED FREIGHT COSTS. Increased Freight Costs.

Lehigh Valley has made the following statement as to freight costs:—
"Fifteen years ago a freight car, on an average, cost \$419,66. Now it costs \$979.49, considerably more than twice as much. The yearly cost of répairs and renewals 15 years ago was \$31.69. Now it is \$70.06, again more than double. Hauling freight per, year mile cost. ble. Hauling freight per 'car mile' cost \$.0046 15 years ago, and now it costs

new freight cars hold one-fourth to one-third more than the old ones and the average tractive power of freight regimes has increased one-whird. There is no system of business management that can offset an increase of over 50 per cent, on costs, but the railroads are asking the Commerce Commission for an increase of only 5 per cent, in freight rates."

ST. JOHN IS ENCOURAGED.

BRITISH SHIPOWNERS TO COM-

C. P. R. CHANGE IN TIME. The following important changes re now in effect from Windsor Street

rmerly left

nly. New folders can be had on applica-

SIGNAL SERVICE BULLETIN.

(Issued by Authority of the Department of Marine and Fisheries.)

Moon.

Is or Orleans 14—In 8.55 a.m. Calgary.

L'Islet, 40—Clear. north.

Cape Salmon, 81—Clear, north west. In Finher Point, 157—Cloudy, west. In Father Point, 157—Cloudy, west. In Salvo hall, 455 a.m. Somiles east Athenia, 3.10 a.m. Bray Head. Out 6.20 a.m. Alden, 7.25 a.m. Corsican.

Corsican.

Cape Rosler, 349—Hazy variable.

Cape Rosler, 349—Hazy variable.

Cape Rosler, 349—Hazy variable.

Cape Rosler, 349—Hazy variable.

Cape Bosler, 377—Clear, west.

P. Marquereau, 400—Raining, south west.

P. Escuminac, 462—Clear north west. Bersimis—Clear, west.

P. Marquereau, 400—Raining, south west.

P. Escuminac, 462—Clear north west. Bersimis—Clear, west.

Point des Monts—Clear, west.

Point des Monts—Clear horth west.

Bersimis—Clear, west.

Point des Monts—Clear, west.

Point des Monts—Clear horth west.

Bersimis—Clear, west.

Point des Monts—Clear horth west.

Bersimis—Clear, west.

Point des Monts—Clear horth west.

Bersimis—Clear west.

CANADIAN PACIFIC

Folders on Application

BLUE BONNETS RACE TRACK Lv. Windsor Station 1.40 p.m. and 2 Single, 15c; Return, 25c.

STEAMSHIP SPECIAL Wednesday, June 3rd. Leave Windsor St. 10 a.m.

Thursday, June 4th.

Connecting with R.M.S. Alsatian.

Trains will run direct to ship's sid

SETTLERS' EXCURSIONS Round trip from Montreal to Hailey-bury, \$10,55; New Liskened, \$10,70; Matheson, \$1250; Porcupine, \$12,40; Cochrane, \$12,50, and other points on T. N.O. Railway, Going June 10th, re-turning antil June 20th.

**NEW SERVICE TO** CHICAGO

NOW IN EFFECT.

Ly. Windsor St. .. 8.45 a.m. 10.09 p.m.

Ar. Chicago . . . 7.45 a.m. 9.05 p.m. TICKET OFFICES: 141-143 St. James Street
Phone Main 1225
Windsor Hotel, Pince Viger
& Windsor Street Stations

GRAND TRUNK SYSTEM
THE DOUBLE TRACK WAY.

Montreal and Toronto.
Four Trains Daily.
Highest Class of Equipment.
Compartment Car on 10,30 p.m. train.

SETTLERS' EXCURSION. Round trip from Montreal to Holl-sybury, \$10.55; New Liskeard \$10.70; Matheson \$12.50; Porcupine, \$13.40; Cochrane, \$13.50, and other points on T. & N. O. Railway. Going June 10th, returning until June 20th.

CITY 122 St. James St. cor. St. Francois Xavier—Phone Main 1905 Windsor Hotel "Uptown 1137 GFFICES Bonaventure Sta'n" Main 8229

**Steamships** 

Canada Steamship Lines, Limited

Richelieu & Ontario Division Quebec Line

Service, except Sunday Saguenay Line days and Saturdays at 8,00 a. x

Toronto-Hamilton and Montreal Line

Three Sailings Weekly Gulf Ports NORTH AND SOUTH SHORES Freight now being received.

THE ATLANTIC ROYALS

Montreal-Bristol

ROYAL GEORGE Excellent Accommodation and Cuisine ORCHESTRA PLAYS DAILY

ROYAL EDWARD

For Passage Rates and Full Particu

CANADIAN NORTHERN STEAMSHIPS,

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

DONALDSON LINE

Glasgew Passenger and Freight Service.

THE ROBERT REFORD CO., General Agents, 20 Hospital Street, Steerage Branch, 488 St. James Street, Untown Agency, 539 St. Catherine W.

CUNARD LINE

.....Andania. .....Ascania .......Ascania ......

Steamers call Plymouth Eastbound. Rates, Cabin (II.), \$46.25, 3rd Class British Eas bound, \$20.25 up. West-

Alphonse Lalonde sold to Dame 17 pindmalson, lots 10-1297 and 129 of St. Louis with Nos. 2883 to 288 to Dominique street, for \$14,200. Harry Albert sold to Charles Sum and others, lot 32-5-8, parish of itreal, together with Nos. 2569 to 9. Hutchison street, Outremont, do 1900 and \$1 and other consideration 1903 and \$2 and other consideration S.S. Carcapetra' anna May 7th
Dock Foot of McGill St. Cartage,
Phone Main 2888, the bar if
HORNATION
General Freight Office, Main 3382;
Passenger, Main 4710

EQUITABLE LIFE WRITES LARGE GROUP POLICY

Vol. XXIX. No.

Real Esta

LAND SALES SHOWING

day's Trading Looks as Better Times Were No

Far Ahead.

REAL ESTATE MEN OPTIM

Over a Quarter of a Million Were Involved in Sales of Land or Saturday.

For some time past there has practically nothing doing in the ket for vacant land. Real estate stated that they had a deman imprived property for investment poses, but speculative purchasin vacant property was very dead, urday saw a big improvement it respect and over a quarter of a m of dolars changed hands in v

transfers.

Amongst the well-known, local estate men who view the market, optimistic way, and expect to searly improvement, are Mr. O. Badgley and Mr. Fitz-lames Browne. Mr. Browne states the there is a good crop in the west year, he expects to see things being by the fall,

REAL ESTATE TRANSACTION There were thirty-six real es

Amongst these was the purchase

Amongst these was the purchass the Montreal Terra Company, Ltd the Montreal Terra Cotta Lumber Ltd. of part of lot 49 parish of Po Claire, containing a superficial area 49 arperts abutting on the Ontario Quebec branch of the Grand Tr Railway. The amount involved tot of \$150000

Greater Montreal Land and In

Greater Montreal Land and Imment Company, Ltd. sold to the Cof Montreal lots 96-33, 66, 97, 128, 222, 323, 335 and 93-16 Cote des Net containing 360,900 square feeet, sin ed on Decarie Boulevard, for \$72,180, equal to 20 cents per foot.

Arthur St. Charles sold to Miss Kelly lot 298 St. Louis Ward, togeter with No. 6 St. Justin street,

M. Guindon lots 4655-24 and 25 part of Montreal, measuring 25 feet by feet, with the buildings thereon known as Nos. 89 to 101. Rockland stre Verdun, for \$15,000.

Verdun, for \$15,000.
Wiffrid S. Pleotte sold to John Hei
ry Hand lots 175, 242 and 247 paris
of Montreal, Notre Dame de Craw
word, containing a superficial area;
22,500 feet, with frontage to Wilst
arenue, for \$15,580.

Napoleon Serios sold to Joseph I Gundon lots 4-849 and 850 Hochelas measuring 20 feet by 100 feet with 11 buildings thereon on William Day street for \$14,000.

llaume Lecours sold to Jose

ed \$150,000.

(By Leased Wire to the Journal or Commerce.)

New York, June 1—In celebration of its 125th anniversary the Methodist Book Concern is insuring the lives of all its employees. This insurance became effective to-day for the amount of one year's salary. The insurance agcame effective to-day for the amount of one year's saiary. The insurance agregates more than \$1.000,000, and covers over 10,000 men. The policy is written by the Equitable Life Insurance Society, upon its new group plan, covering employees so long as they remain in the service of the company. Under this plan the employees are all accepted of June 1, from New York to San Francisco, without requiring medical examination. Included in the plan are the two large publishing louses, the oldest in America, in New York and Cincinnati, and the branches at Detroit, Chicago, Pittsburg, New Orleans, Boston, Kansas City, San Francisco, and Fortland, Oregon.

Personals

Sir Frederick Williams-Taylor at tended the meeting at Blue Bonnet on opening day.

Col. W. H. Schneider leaves to-day for Hudson Heights, where he will open his summer residence Maple-wood.

Mr. F. W. Heubach is in town from

Mr. William Desbarats leaves to-day for a short visit in New York.

Hon, Mr. Clifford Sifton has left Ot-hwa for his summer home at Assini-mine Lodge on the St. Lawrence.

Mr. H. Duverger is spending a week at the Chapleau Club, in the Lauren-

Mr. Neville Lindsay, of Calgary, is in then, a guest of Dr. F. W. Gilday, Bishop street.

Mr. John Pitblado spent the week-end at his summer residence at Lake

FRED W. G. JOHNSON
INSURANCE AND REAL ESTATE
BII Board of Trade Building
Tel. Main Test
Up 132 Your patronage solicited.