

JUSTIFY CHANGING IN FOG

Judgment of Mr. Justice Butt is Quoted in Article in Shipping Gazette

THE CASE OF "FIUME"

Found to Blame Because She Starboarded Helm Before Other Vessel was Seen—Result Being Collision.

In view of the recent calamity in the St. Lawrence and the succession of less disastrous accidents elsewhere within the past few days, owing primarily to the presence of fog, the following leading article which has appeared in the London Shipping Gazette is of much interest as to fully warrant its insertion in these pages:

"An officer navigating a steam vessel in a fog who hears the whistle of another steamer somewhere ahead, and particularly if it is on the starboard bow, may be tempted to use his helm to keep clear of the approaching vessel. Such a helm action is not necessarily wrong, but if the vessel fails to clear it may be extremely difficult to justify the action in the satisfaction of the court. Under the rules which were in force before the present articles of 1877, the fog rule only ordered a vessel in a fog to proceed at a moderate speed, and there was no further rule beyond this as to her navigation. Notwithstanding that Mr. Justice Butt, who was a strong admiralty judge as well as a very able lawyer, held pronounced views as to the danger of helm action when only a fog signal was heard. He said so in several judgments, and in the case of the "Windomora," tried while the old rules were still in effect, stated that it could not be laid down that any alteration of course in ignorance of the position and course of the other ship was at fault. Still the helm action had to be justified.

Then came the present rules, which made an attempt to lay down a more definite rule of navigation. A steam vessel hearing, apparently forward of the beam, the fog signal of a vessel in the position of which was not ascertained, must, as far as the circumstances admit, stop her engines and then navigate with caution. This rule carefully avoids forbidding or authorizing helm action, and as to such action apparently does not alter the law. If the whistle of a vessel in the presence of another steamer it may be practically, and in the view of the court, safe to alter the helm action. If, for instance, the signal heard is the special two long blast signifying that the vessel sounding it is stopped and at anchor, it would be right for another steamer heading for her to port or starboard to clear her. Helm action, merely when only an ordinary fog signal is heard and nothing is really known of the vessel sounding the signal except that it is a steamer, must be dangerous and will be held to be a fault by the court as a manoeuvre which is at least very difficult to justify. The recent case of the "Flume" shows this rather strongly. The "Flume" was proceeding along the English Channel and the "Sampan" down, during fog. They were on nearly opposite courses, and as the judge held, the "Flume" was heading for the "Sampan" when the latter vessel was sighted. The "Flume" was heard to alter her helm to starboard, and shortly afterwards the collision occurred. The judge held that the "Flume" was at fault, and that the collision was not unavoidable.

The judge held that the "Flume" was to blame both for the original starboarding and the subsequent hard starboarding. He said that the judge said with regard to the first starboarding which should be noted. The "Flume" committed the very grave fault, too often committed in fog, of altering her direction before she really knew the position and course of the other vessel. I have to find her to be at fault for starboarding her helm to starboard without first ascertaining where the other vessel was. This is clear and definite. Starboarding to a single fog signal when it cannot be known how the vessel sounding the signal was heading, or if it could not be told "to a steamer," to use Mr. Justice Butt's phrase, is a wrong manoeuvre. When the judge pointed out the effect of this wrong manoeuvre. If the "Flume" had not starboarded the vessels would have remained end-on, and both vessels would, presumably on sighting each other, undoubtedly have parted. The result was that the "Flume" was found alone to blame, and that the "Sampan" was not also found to be at fault. The judge was able to absolve her from proceeding at an excessive speed at the material time, although he said it was clear she had been going for a considerable time at 10 1/2 knots in a thick fog. Secondly her porting had to be justified for if she had not ported the judge said there would not have been a collision. However, both the judge and the Elder Brethren agreed that the porting was right. The judge expressed his regret for being obliged to find the "Flume" alone to blame, but she had committed the initial error in starboarding before the other vessel was seen."

Mother Knows Her Boy—Jenny, George and Johnny, see what he is doing, and tell him to stop it right away." (Life.)

SMOKE VAFAIDS Celebrated Egyptian Cigarettes

NEWS OF RAILROADS

60,000 TON SHIP LAUNCHED

Kaiser Himself Christens "Bismarck" the Largest Liner Now Afloat

READY NEXT YEAR

Enters Service in 1915—German Emperor Show Great Presence of Mind When Hitch Seemed Inevitable.

Hamburg, June 20.—The Bismarck, the 60,000-ton big sister of the Emperor and Vaterland, was launched at the Blohm and Voigt yard in Hamburg to-day by the Kaiser.

Although the granddaughter of the Iron Chancellor, Countess Hannah von Bismarck, had been officially designated to name the new giant, the ceremony was actually performed by the Emperor himself. The Countess's side, took in the situation like a flash. Without waiting for anybody to jump into the breach he rushed forward, seized the bottle and, drawing it back over his shoulder, sent it crashing against the side of the vessel, splintering the glass in fragments.

An awkward interval, full of meaning for the superstitious, seemed imminent. The Kaiser, who stood at the Kaiser's side, took in the situation like a flash. Without waiting for anybody to jump into the breach he rushed forward, seized the bottle and, drawing it back over his shoulder, sent it crashing against the side of the vessel, splintering the glass in fragments.

The Bismarck is 2 feet longer than the Vaterland, but practically a duplicate of her in all other particulars. She will enter the Hamburg-American service in 1915, which, on account of the centennial of the Iron Chancellor's birth, will be known as "Bismarck year" in Germany.

Director Albert Ballin, who will enter the Kaiser at luncheon on Monday, stood at his right hand during to-day's ceremony. He was the recipient of warm congratulations from the Kaiser on his crowning achievement. The Kaiser, in a speech, congratulated the German merchant marine's recent effort to realize his famous dictum on the water.

Harry H. Morgan, American Consul-General at Hamburg, attended the luncheon with many other Americans from the city. The Bismarck will be a sister ship to the Emperor and Vaterland, and when she is completed will be the largest of the other two vessels afloat.

Underwriters do not regard as hopeful the chances of saving the Empress. The Empress, however, is under way, and the depth of water and the position of the vessel. The current is strong and will make the task of divers very difficult. The copper is stowed in the fore lower hold. The vessel may be hoisted to break up, as the idea of blowing her up with probably so many bodies in her is repugnant. The selection of Lord Mersey as the chairman to investigate the circumstances of the collision has given unequalled satisfaction to underwriters.

For promptness in the settlement of liabilities underwriters as a body are justly famed. Although the loss of the Empress of Ireland is so recent, the claims put forward under the various policies have been presented and passed by underwriters for payment this week. When it is remembered that it means the disbursement of over \$400,000 it speaks highly for the readiness of underwriters to "pay up." In connection with this terrible calamity the more cautious underwriters hope that it will have a steady effect on the market. Some of the companies had heavy interests in "disbursements" and at least one of them (usually associated as the "leading" light on many time slips, renewed at more or less regular intervals) is said to have been very heavily hit. If this be the case, the disaster from a market and financial point of view, may prove a blessing in disguise.

60,000 TON SHIP LAUNCHED

Kaiser Himself Christens "Bismarck" the Largest Liner Now Afloat

READY NEXT YEAR

Enters Service in 1915—German Emperor Show Great Presence of Mind When Hitch Seemed Inevitable.

Hamburg, June 20.—The Bismarck, the 60,000-ton big sister of the Emperor and Vaterland, was launched at the Blohm and Voigt yard in Hamburg to-day by the Kaiser.

Although the granddaughter of the Iron Chancellor, Countess Hannah von Bismarck, had been officially designated to name the new giant, the ceremony was actually performed by the Emperor himself. The Countess's side, took in the situation like a flash. Without waiting for anybody to jump into the breach he rushed forward, seized the bottle and, drawing it back over his shoulder, sent it crashing against the side of the vessel, splintering the glass in fragments.

An awkward interval, full of meaning for the superstitious, seemed imminent. The Kaiser, who stood at the Kaiser's side, took in the situation like a flash. Without waiting for anybody to jump into the breach he rushed forward, seized the bottle and, drawing it back over his shoulder, sent it crashing against the side of the vessel, splintering the glass in fragments.

The Bismarck is 2 feet longer than the Vaterland, but practically a duplicate of her in all other particulars. She will enter the Hamburg-American service in 1915, which, on account of the centennial of the Iron Chancellor's birth, will be known as "Bismarck year" in Germany.

Director Albert Ballin, who will enter the Kaiser at luncheon on Monday, stood at his right hand during to-day's ceremony. He was the recipient of warm congratulations from the Kaiser on his crowning achievement. The Kaiser, in a speech, congratulated the German merchant marine's recent effort to realize his famous dictum on the water.

Harry H. Morgan, American Consul-General at Hamburg, attended the luncheon with many other Americans from the city. The Bismarck will be a sister ship to the Emperor and Vaterland, and when she is completed will be the largest of the other two vessels afloat.

Underwriters do not regard as hopeful the chances of saving the Empress. The Empress, however, is under way, and the depth of water and the position of the vessel. The current is strong and will make the task of divers very difficult. The copper is stowed in the fore lower hold. The vessel may be hoisted to break up, as the idea of blowing her up with probably so many bodies in her is repugnant. The selection of Lord Mersey as the chairman to investigate the circumstances of the collision has given unequalled satisfaction to underwriters.

For promptness in the settlement of liabilities underwriters as a body are justly famed. Although the loss of the Empress of Ireland is so recent, the claims put forward under the various policies have been presented and passed by underwriters for payment this week. When it is remembered that it means the disbursement of over \$400,000 it speaks highly for the readiness of underwriters to "pay up." In connection with this terrible calamity the more cautious underwriters hope that it will have a steady effect on the market. Some of the companies had heavy interests in "disbursements" and at least one of them (usually associated as the "leading" light on many time slips, renewed at more or less regular intervals) is said to have been very heavily hit. If this be the case, the disaster from a market and financial point of view, may prove a blessing in disguise.

THE CHARTER MARKET

New York, June 22.—Steamer chartering was fairly active and included several boats for long voyages. Rates remained firm, with a moderate demand prevailing for tonnage.

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

Almanac. Sun rises, 5:50 a.m. Sun sets, 7:50 p.m. First quarter, June 1st. Full moon, June 8th. Last quarter, June 15th. New moon, June 23rd.

Tide Table. Quebec. High water 5:08 a.m., 5:46 p.m. Rise, 15.4 feet a.m., 14.3 feet p.m. Highest tide on June 27—Rise 0.63 feet.

Weather Forecast. Lower Lakes and Georgian Bay.—Moderate to fresh winds; showers and local thunderstorms; stationary or high temperature.

Port of Montreal. Arrivals. Tunisian, 6:35, Hamilton, Allan Line, from Liverpool, with passengers and general cargo. Arrived Saturday evening June 20th. Allen Line, agents.

Departures. Scotian, Allan Line, for Havre and London, passengers and cargo, sailed Monday, June 22nd, 11:30 a.m. Imp. Reford Co., agents.

Vessels in Port. Tunisian, Allan Line, Liverpool, to sail June 23rd, Allan Line agents. Virginian, C. P. R., Liverpool, to sail June 23rd, C. P. R. agents.

Value of One of These Shown by Recent Stock Exchange Incident at New York.

NEW YORK, June 22.—The reported absence of a Curb broker who had several stock exchange firms courted, this departure, indirectly called attention to the value of one of the listed requirements of the Stock Exchange.

SEASIDE RESORTS. The Canadian Pacific service to Portland, Old Orchard and Kennebunkport commences on Tuesday next, the day train leaving at 9:00 a.m. and on Friday the night train leaving at 9:05 p.m.

ADVERTISERS TO TORONTO. Delightful weather favored the delegation of Montreal business and advertising men who left yesterday by the C.P.R. special train.

BROKER IS EXPELLED. New York, June 22.—Walter B. Hotchkiss, member of the stock brokerage firm of Stoppard and Hotchkiss, which failed with assets of \$67,000 and liabilities of \$200,000, was expelled yesterday from the Consolidated Stock Exchange.

ESTATE FOR CHARITY. The estate of the late James Campbell, St. Louis, valued at more than \$200,000, is to go to charity ultimately.

THE CHARTER MARKET

New York, June 22.—Steamer chartering was fairly active and included several boats for long voyages. Rates remained firm, with a moderate demand prevailing for tonnage.

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

Almanac. Sun rises, 5:50 a.m. Sun sets, 7:50 p.m. First quarter, June 1st. Full moon, June 8th. Last quarter, June 15th. New moon, June 23rd.

Tide Table. Quebec. High water 5:08 a.m., 5:46 p.m. Rise, 15.4 feet a.m., 14.3 feet p.m. Highest tide on June 27—Rise 0.63 feet.

Weather Forecast. Lower Lakes and Georgian Bay.—Moderate to fresh winds; showers and local thunderstorms; stationary or high temperature.

Port of Montreal. Arrivals. Tunisian, 6:35, Hamilton, Allan Line, from Liverpool, with passengers and general cargo. Arrived Saturday evening June 20th. Allen Line, agents.

Departures. Scotian, Allan Line, for Havre and London, passengers and cargo, sailed Monday, June 22nd, 11:30 a.m. Imp. Reford Co., agents.

Vessels in Port. Tunisian, Allan Line, Liverpool, to sail June 23rd, Allan Line agents. Virginian, C. P. R., Liverpool, to sail June 23rd, C. P. R. agents.

Value of One of These Shown by Recent Stock Exchange Incident at New York.

NEW YORK, June 22.—The reported absence of a Curb broker who had several stock exchange firms courted, this departure, indirectly called attention to the value of one of the listed requirements of the Stock Exchange.

SEASIDE RESORTS. The Canadian Pacific service to Portland, Old Orchard and Kennebunkport commences on Tuesday next, the day train leaving at 9:00 a.m. and on Friday the night train leaving at 9:05 p.m.

ADVERTISERS TO TORONTO. Delightful weather favored the delegation of Montreal business and advertising men who left yesterday by the C.P.R. special train.

BROKER IS EXPELLED. New York, June 22.—Walter B. Hotchkiss, member of the stock brokerage firm of Stoppard and Hotchkiss, which failed with assets of \$67,000 and liabilities of \$200,000, was expelled yesterday from the Consolidated Stock Exchange.

ESTATE FOR CHARITY. The estate of the late James Campbell, St. Louis, valued at more than \$200,000, is to go to charity ultimately.

THE CHARTER MARKET

New York, June 22.—Steamer chartering was fairly active and included several boats for long voyages. Rates remained firm, with a moderate demand prevailing for tonnage.

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

Almanac. Sun rises, 5:50 a.m. Sun sets, 7:50 p.m. First quarter, June 1st. Full moon, June 8th. Last quarter, June 15th. New moon, June 23rd.

Tide Table. Quebec. High water 5:08 a.m., 5:46 p.m. Rise, 15.4 feet a.m., 14.3 feet p.m. Highest tide on June 27—Rise 0.63 feet.

Weather Forecast. Lower Lakes and Georgian Bay.—Moderate to fresh winds; showers and local thunderstorms; stationary or high temperature.

Port of Montreal. Arrivals. Tunisian, 6:35, Hamilton, Allan Line, from Liverpool, with passengers and general cargo. Arrived Saturday evening June 20th. Allen Line, agents.

Departures. Scotian, Allan Line, for Havre and London, passengers and cargo, sailed Monday, June 22nd, 11:30 a.m. Imp. Reford Co., agents.

Vessels in Port. Tunisian, Allan Line, Liverpool, to sail June 23rd, Allan Line agents. Virginian, C. P. R., Liverpool, to sail June 23rd, C. P. R. agents.

Value of One of These Shown by Recent Stock Exchange Incident at New York.

NEW YORK, June 22.—The reported absence of a Curb broker who had several stock exchange firms courted, this departure, indirectly called attention to the value of one of the listed requirements of the Stock Exchange.

SEASIDE RESORTS. The Canadian Pacific service to Portland, Old Orchard and Kennebunkport commences on Tuesday next, the day train leaving at 9:00 a.m. and on Friday the night train leaving at 9:05 p.m.

ADVERTISERS TO TORONTO. Delightful weather favored the delegation of Montreal business and advertising men who left yesterday by the C.P.R. special train.

BROKER IS EXPELLED. New York, June 22.—Walter B. Hotchkiss, member of the stock brokerage firm of Stoppard and Hotchkiss, which failed with assets of \$67,000 and liabilities of \$200,000, was expelled yesterday from the Consolidated Stock Exchange.

ESTATE FOR CHARITY. The estate of the late James Campbell, St. Louis, valued at more than \$200,000, is to go to charity ultimately.

Real Estate

The largest of thirty-five real estate deals registered on Saturday, was the transfer from Jean Bay to William to Ludwig U. Chausse.

Timothy Starr purchased of Chas. Lewis lots 163-45-1 and 2, 163-45-2 and 163-50-1 to 3 and 163-51-1 to 10 of Montreal. Notre Dame parish of Montreal. These with Nos. 182 Grand Boulevard, Kensington Park and the sum of \$32,000 and other considerations.

Hector Bourgoin and others sold to Hyman Goldberg and others lot 25-12 and 13 St. Louis Ward, measuring 2,610 feet with Nos. 247, 249, 251, 253 and 255 St. Elizabeth St. for \$15,500.

The Charles Clerici Co., Ltd., sold to Eugene St. Jacques, M.D., lot 11-17 of St. Louis, with Nos. 2946, 2948 and 2950 St. Lawrence Boulevard for \$18,000.

George N. Clement and others sold to Mrs. Wilfred Deforme the north-west portion of lot 25-45 and part of 25-46 parish of Montreal, with No. 45 Outremont avenue for \$11,000.

REAL ESTATE AS A BUSINESS PROFESSION. Incompetent Men Have Tried to Pass Themselves off as Qualified Dealers.

One good effect that the prolonged dullness of the local real estate market has had, has been to drive many of the weaker dealers from the market. In the opinion of those who are real estate men in the city who have been in the business for a long time, these men had no business to have ever entered the real estate field, as they were almost entirely ignorant of the primary requirements of the business.

When real estate was booming and fortunes were being made by many real estate men in every part of the city, they entered the real estate business with no idea of the valuation of land, or the slightest notion of what is required in a deed. Many of these men had no idea of the valuation of land, or the slightest notion of what is required in a deed.

Many of these men had no idea of the valuation of land, or the slightest notion of what is required in a deed. Many of these men had no idea of the valuation of land, or the slightest notion of what is required in a deed.

Many of these men had no idea of the valuation of land, or the slightest notion of what is required in a deed. Many of these men had no idea of the valuation of land, or the slightest notion of what is required in a deed.

Many of these men had no idea of the valuation of land, or the slightest notion of what is required in a deed. Many of these men had no idea of the valuation of land, or the slightest notion of what is required in a deed.

Many of these men had no idea of the valuation of land, or the slightest notion of what is required in a deed. Many of these men had no idea of the valuation of land, or the slightest notion of what is required in a deed.

Many of these men had no idea of the valuation of land, or the slightest notion of what is required in a deed. Many of these men had no idea of the valuation of land, or the slightest notion of what is required in a deed.

Many of these men had no idea of the valuation of land, or the slightest notion of what is required in a deed. Many of these men had no idea of the valuation of land, or the slightest notion of what is required in a deed.

Many of these men had no idea of the valuation of land, or the slightest notion of what is required in a deed. Many of these men had no idea of the valuation of land, or the slightest notion of what is required in a deed.

Many of these men had no idea of the valuation of land, or the slightest notion of what is required in a deed. Many of these men had no idea of the valuation of land, or the slightest notion of what is required in a deed.

Real Estate

The largest of thirty-five real estate deals registered on Saturday, was the transfer from Jean Bay to William to Ludwig U. Chausse.

Timothy Starr purchased of Chas. Lewis lots 163-45-1 and 2, 163-45-2 and 163-50-1 to 3 and 163-51-1 to 10 of Montreal. Notre Dame parish of Montreal. These with Nos. 182 Grand Boulevard, Kensington Park and the sum of \$32,000 and other considerations.

Hector Bourgoin and others sold to Hyman Goldberg and others lot 25-12 and 13 St. Louis Ward, measuring 2,610 feet with Nos. 247, 249, 251, 253 and 255 St. Elizabeth St. for \$15,500.

The Charles Clerici Co., Ltd., sold to Eugene St. Jacques, M.D., lot 11-17 of St. Louis, with Nos. 2946, 2948 and 2950 St. Lawrence Boulevard for \$18,000.

George N. Clement and others sold to Mrs. Wilfred Deforme the north-west portion of lot 25-45 and part of 25-46 parish of Montreal, with No. 45 Outremont avenue for \$11,000.

REAL ESTATE AS A BUSINESS PROFESSION. Incompetent Men Have Tried to Pass Themselves off as Qualified Dealers.

One good effect that the prolonged dullness of the local real estate market has had, has been to drive many of the weaker dealers from the market. In the opinion of those who are real estate men in the city who have been in the business for a long time, these men had no business to have ever entered the real estate field, as they were almost entirely ignorant of the primary requirements of the business.

When real estate was booming and fortunes were being made by many real estate men in every part of the city, they entered the real estate business with no idea of the valuation of land, or the slightest notion of what is required in a deed.

Many of these men had no idea of the valuation of land, or the slightest notion of what is required in a deed. Many of these men had no idea of the valuation of land, or the slightest notion of what is required in a deed.

Many of these men had no idea of the valuation of land, or the slightest notion of what is required in a deed. Many of these men had no idea of the valuation of land, or the slightest notion of what is required in a deed.

Many of these men had no idea of the valuation of land, or the slightest notion of what is required in a deed. Many of these men had no idea of the valuation of land, or the slightest notion of what is required in a deed.

Many of these men had no idea of the valuation of land, or the slightest notion of what is required in a deed. Many of these men had no idea of the valuation of land, or the slightest notion of what is required in a deed.

Many of these men had no idea of the valuation of land, or the slightest notion of what is required in a deed. Many of these men had no idea of the valuation of land, or the slightest notion of what is required in a deed.

Many of these men had no idea of the valuation of land, or the slightest notion of what is required in a deed. Many of these men had no idea of the valuation of land, or the slightest notion of what is required in a deed.

Many of these men had no idea of the valuation of land, or the slightest notion of what is required in a deed. Many of these men had no idea of the valuation of land, or the slightest notion of what is required in a deed.

Many of these men had no idea of the valuation of land, or the slightest notion of what is required in a deed. Many of these men had no idea of the valuation of land, or the slightest notion of what is required in a deed.

Real Estate

The largest of thirty-five real estate deals registered on Saturday, was the transfer from Jean Bay to William to Ludwig U. Chausse.

Timothy Starr purchased of Chas. Lewis lots 163-45-1 and 2, 163-45-2 and 163-50-1 to 3 and 163-51-1 to 10 of Montreal. Notre Dame parish of Montreal. These with Nos. 182 Grand Boulevard, Kensington Park and the sum of \$32,000 and other considerations.

Hector Bourgoin and others sold to Hyman Goldberg and others lot 25-12 and 13 St. Louis Ward, measuring 2,610 feet with Nos. 247, 249, 251, 253 and 255 St. Elizabeth St. for \$15,500.

The Charles Clerici Co., Ltd., sold to Eugene St. Jacques, M.D., lot 11-17 of St. Louis, with Nos. 2946, 2948 and 2950 St. Lawrence Boulevard for \$18,000.

George N. Clement and others sold to Mrs. Wilfred Deforme the north-west portion of lot 25-45 and part of 25-46 parish of Montreal, with No. 45 Outremont avenue for \$11,000.

REAL ESTATE AS A BUSINESS PROFESSION. Incompetent Men Have Tried to Pass Themselves off as Qualified Dealers.

One good effect that the prolonged dullness of the local real estate market has had, has been to drive many of the weaker dealers from the market. In the opinion of those who are real estate men in the city who have been in the business for a long time, these men had no business to have ever entered the real estate field, as they were almost entirely ignorant of the primary requirements of the business.

When real estate was booming and fortunes were being made by many real estate men in every part of the city, they entered the real estate business with no idea of the valuation of land, or the slightest notion of what is required in a deed.

Many of these men had no idea of the valuation of land, or the slightest notion of what is required in a deed. Many of these men had no idea of the valuation of land, or the slightest notion of what is required in a deed.

Many of these men had no idea of the valuation of land, or the slightest notion of what is required in a deed. Many of these men had no idea of the valuation of land, or the slightest notion of what is required in a deed.

Many of these men had no idea of the valuation of land, or the slightest notion of what is required in a deed. Many of these men had no idea of the valuation of land, or the slightest notion of what is required in a deed.

Many of these men had no idea of the valuation of land, or the slightest notion of what is required in a deed. Many of these men had no idea of the valuation of land, or the slightest notion of what is required in a deed.

Many of these men had no idea of the valuation of land, or the slightest notion of what is required in a deed. Many of these men had no idea of the valuation of land, or the slightest notion of what is required in a deed.

Many of these men had no idea of the valuation of land, or the slightest notion of what is required in a deed. Many of these men had no idea of the valuation of land, or the slightest notion of what is required in a deed.

Many of these men had no idea of the valuation of land, or the slightest notion of what is required in a deed. Many of these men had no idea of the valuation of land, or the slightest notion of what is required in a deed.

Many of these men had no idea of the valuation of land, or the slightest notion of what is required in a deed. Many of these men had no idea of the valuation of land, or the slightest notion of what is required in a deed.

Real Estate

The largest of thirty-five real estate deals registered on Saturday, was the transfer from Jean Bay to William to Ludwig U. Chausse.

Timothy Starr purchased of Chas. Lewis lots 163-45-1 and 2, 163-45-2 and 163-50-1 to 3 and 163-51-1 to 10 of Montreal. Notre Dame parish of Montreal. These with Nos. 182 Grand Boulevard, Kensington Park and the sum of \$32,000 and other considerations.

Hector Bourgoin and others sold to Hyman Goldberg and others lot 25-12 and 13 St. Louis Ward, measuring 2,610 feet with Nos. 247, 249, 251, 253 and 255 St. Elizabeth St. for \$15,500.

The Charles Clerici Co., Ltd., sold to Eugene St. Jacques, M.D., lot 11-17 of St. Louis, with Nos. 2946, 2948 and 2950 St. Lawrence Boulevard for \$18,000.

George N. Clement and others sold to Mrs. Wilfred Deforme the north-west portion of lot 25-45 and part of 25-46 parish of Montreal, with No. 45 Outremont avenue for \$11,000.

REAL ESTATE AS A BUSINESS PROFESSION. Incompetent Men Have Tried to Pass Themselves off as Qualified Dealers.

One good effect that the prolonged dullness of the local real estate market has had, has been to drive many of the weaker dealers from the market. In the opinion of those who are real estate men in the city who have been in the business for a long time, these men had no business to have ever entered the real estate field, as they were almost entirely ignorant of the primary requirements of the business.