DOUBLE SKIN IS

1. The weather must be moderately calm.
2. The vessel must remain in an upright position, and
3. She must also remain afloat for a considerable time after the damage.
To these a fourth condition may be added—the difficulty of getting nervous passengers to risk their lives in a small open boat.
The first condition is not in man's power to alter, but it should not be a difficult matter to our experts so to construct these big ships that conditions 2 and 3 can be realized. Attention should, therefore, be given to the

damaged condition as the most care wa fair chance of being saved.

Stability Calculations.

We hear of tender ships, stiff ships, jerky ships, and so on, and in the first place it should be made compulsory that the stability calculations for all massenizer vessels should be submitted

is still required, and the question decided is what method of addiwhere the vessel's side is pierced in one place only. No doubt both the Titanic and Empress of Ireland would have remained affoat if the damage had not gone further, but in both cases after the first piercing the vessels' sides were ripped open to such an ex-tent that more compartments than were allowed for in the safety calcula-tions were opened up to the say with were allowed for in the safety calcula-tions were opened up to the sea, with the result that the vessels foundered. The quick foundering of the Em-press of Ireland was due, no doubt, to the system of side bunkers embodied in her construction, the access of water into these giving the vessel such a sudden and big list that she had no time to recover her unright, restition This latter system certainly proves

This latter system certainly proves ir tilis justance quite the reverse of being an extra safeguard.

The Double Skin.

The only solution is the double skin which in vessels of the big passenger type is quite a reasonable and practical proposal. In this principle there e two methods of construction, the dinary method which has been opted in the new Gorman liners, and so put in as an addition to the Olym-In the first-mentioned the vessel is built in the ordinary way with the addition of a thin inner skin placed about five feet inboard, and attached to the main outer shell. One objection urged against this method is that there will always remain the possibility of the outer heavier material when damaged, pierced, or ripped, as in the two disasters referred to, carrying with it a portion of any structure of lighter consistency to which it is attached, in which case the main compartments would still not be safe from flooding; also, when damage occurs it is to the vital shell of the vessel, and at the same time the main structure. In the second method this danger is obviated by building the main vitasshell inboard, with the outer displacement shell of the lighter material, so that should damage occur of either a piercing or ripping nature there would not be the same risk to the main compartment; the outer, or what can be termed the vulnerable, shell would before away without disturbing to any serious extent the more heavily-built and more heavily-supported innermain shell. It is claimed for this system that it gives the necessary reserve buoyancy and acts as a fender or projection to the main transverse builcheads (which extend in this system to the inner shell only), and also to the main shell of the main transverse builcheads (which extend in this system to the inner shell only), and also to the main shell only, and also to the inner shell only, and also to the inner shell only, and also to the main shell only, and also to the inner shell only and a

This method of double-skin con-truction would also prove a safety actor against the ice danger, and there would be less chance of a versel being used right through. There would also a a saving in weight, and, therefore, a aving in first cost. However, the cuble skin will have to be adopted, or it is on these lines only that we-an guard against quick foundering and bad listing.

......

So Says Liverpool Mercury in Discussing Question of Safety at Sea

USE OF BOATS LIMITED

Three Conditions Necessary Before Even Sufficient Number of Boats Can be Considered Sure Means of Safety.

(Liverpool Mercury.)

It must be evident now to every thinking person that the installation of boats for all on a modern Transatlantic liner can only be counted upon as a means of saving life at sea under the most exceptionally favorable circumstances. The disasters to the Titanic, Volturno, and Empress of Ireland, all prove that for boats to be of any value a combination of ideal conditions is necessary:

[In the seather was the modern transatlantic try province that for boats to be of any value a combination of ideal conditions is necessary:—

[In the seather was the modern transatlantic try, private terms, then one transatlantic try, private terms, redelivery Medigereanean, June; Norwegian steamer, Transatlantic try, private terms, redelivery Medigereanean, June; Norwegian steamer, Transatlantic try, private terms, redelivery Medigereanean, June; Norwegian steamer, Transatlantic try, private terms, redelivery Medigereanean, June; Norwegian steamer, Transatlantic try, private terms, redelivery Medigereanean, June; Norwegian steamer, Transatlantic try, private terms, then one transatlantic try, private terms, redelivery Medigereanean, June; Norwegian steamer, Transatlantic try, private terms, then one transatlantic try, private terms, redelivery Medigereanean, June; Norwegian steamer, Transatlantic try, private terms, then one transatlantic try, private terms, redelivery Medigereanean, June; Norwegian steamer, Transatlantic try, private terms, then one transatlantic try, private terms, redelivery Medigereanean, June; Norwegian steamer, Transatlantic try, private terms, the one transatlantic try, private terms, redelivery Medigereanean, June; Norwegi Empress of Ireland, all bloats to be of any value private terms, then one transatlantic rip, private terms, re-delivery Mediteranean, June; Norwegian steamer, 1,486 tons, coal, Battiago, private terms, prompt; Norwegian steamer, 1,486 tons, coal, Battiago, private terms, prompt; Norwegian steamer, 1,486 tons, coal, Battiago, private terms, prompt; British steamer, 1,780 tons, West India trade, nine months, £825.

NEW FLOATING DOCK

G. T. R. Authorities Say That Prince Rupert Undertaking Will be Ready This Year.

It is expected that the Grand Trunk year. The completion of this great work will mean much to Northern British Columbia and especially to Prince Rupert. That rapidly growing city will have a new industry this coming winter. Many of the big coast steam ers that have hitherto been compelled. the shipbuilding and repairing plant and practically all the machinery to equip the shops has been made in

lve crane. Other machinery include in 80-foot lathe, capable of turning a steel shaft 50 feet in length; a plat

on the coast.

Adjoining the dock along the face of the harbor are the big new wharves and the railroad has large freight yards here.

For a city that dates back only to 1906, when the Grand Trunk Pacific's staff of engineers made a landing and clearing for the location of their camp preparatory to making the preliminary survey, this is a record of progress that it would be hard to equal.

PEACE CELEBRATION

The movement for celebrating the hundred years of peace between the British Empire and the United States is, judging by a circular just issued by the Canadian Peace Centenary Association, taking rapid hold in Canada, Great Britain and the United States. The general proposals contain four main features, (1) Monuments and other memorials (2) Thenkewites servers. other memorials, (2) Thanksgiving

Committee to an international Committee. February 14, 1915, has been selected for thanksgiving services in all the churches of the British Empire and the United States. This date is the nearest Sunday to February 17, 1915, the centenary of the ratification of the Treaty of Ghent.

The circular also reports the progress made in Great Britain and the United States, and contains replies received last Christmas from World Rulers to a message sent in connection with the celebrations.

The Dominion Government has ar

THE TRAIN DE LUXE OF CANADA

The Grand Trunk "International
Limited," Canada's train of superior
service is indersed by everybody who
has ever had the experience of riding
on it. It leaves Montreal at 9.00 a.m.
every day in the year, arriving Toronto at 4.30 n.m. Hamiton 5.41 p.m., London 7.55 p.m., Detroit 9.55 p.m. and arrives Chicago 8.00 a.m. following morning. It is one of the linest long distance trains in the world. Best electric lighted equipment including Pullman sleeping cars, parlor-library and
dining cars. Double track all the way,
The hight express from Montreal
leaves Bonaventure Station at 10.30
p.m. daily arrives Toronto 7.30 a.m.,
Detroit 1.53 p.m., Chicago 9.25 p.m.
Ciab compariment car on this train
between-Montreal and Toronto.

Lady Knitting when Buelow Struck did not Drop a Stitch IN DANGEROUS POSITION

orth German Lloyd Liner Was Badly Damaged, but Passengers Acted Calmly—Two Large Holes Found in Kaiser Wilhelm II.

London, June 19.— The continued fog around the coast added to the number of shipping casualties yesterday. The North German Lioyd liner Buelow, from Japan, with three hundred passengers aboard, ran on the rocks of Blackner Bay. Allison Armour's yacht Utopana and Lord Ardees' yacht Caried ran sphore near the same point.

Robert Echles, who is travelling to Propert Schies, who is traveling to Pexas, said that about 11 o'clock on Vednesday night another vessel pass-d very closely to the Buelow. Her whistle was heard and the Buelow was

engths.
Found Two Holes.

The official report suggests that she The Kaiser Wilhelms' passenger were transferred to the Imperator They were unanimous in praising the conduct of the liner's crew after the collision. All the saloon passengers kept cool, but there seems to have been a bad janic in the steerage.

London was startled by a messag resterday afternoon that the Ham burg-American's steamer Imperato had gone ashore off Bembridge, Isle of Wight. The Imperator soon dispro-d this report by steaming into South ampton. Her departure from tha bort was delayed for several hours by he embarkation of most of the Kaise Withelm Il's passengers.

Yacht Ashore.

The American yacht Utowana, beonging to Adison V. Armour, of the New York Yacht Club, bound for southampton, after an extensive tour, sent ashore at Chapman's Fool, between Worbarrow and St. Alban's Heads. A wireles call summoned tugs to her assistance, and it is exceted she will be refloated to-night. The British yacht Carind also rounded in the fog near St. Alban's Head, and a naval miner sweeper sent ashore at Atherfield Lodge, near Cowes.. Yacht Ashore.

with two rents in her side, twenty

The Incemore, which cut into the Kaiser Wilhelm Wednesday arternoon Kaiser Wilhelm Wednesday arternoor has also been docked, with bown badly damaged. The collision almos luplicated that between the C. P. R. Iner Empress of Ireland and the Storstad, and promises to furnish the ourts with a similar controversy testile. The Kaiser Wilhelm's boats were swung out and lifebelts were distributed to the passengers, so great was the force of the blow.

KEEP BATTLESHIPS

Proposal to Sell Ships of War to Greece Has Been Abandoned.

Washington, June 19.—The propos to sell to the Government of Gree the battleships Idaho and Mississip has been abandoned by the Secreta of the Navy as a result of a demo stration in opposition to-day in t House of Representatives.

House of Representatives.

The fight against the sale which promised to be protracted was brought of the fight and the fight and

The row over the proposed sale of the battleships to Greece came up in connection with the conference reporent the Naval Bill. This report wan orderly manner throughout the day, but trouble arose as soon as the battleship amendment was reached.

SMOKE VAFIADIS

Celebrated Egyptian Cigarettes

FRIDAY, JUNE 19, 1914.

TIDE TABLE. Quebec. High water 3.04 a.m., 3.39 p.m. Rise, 14.9 feet, a.m., 14.4 p.m.

000000000000000 Weather Forecast.

ver Lakes and Georgian Bay—
, variable winds and partly fair;
showers and thunderstorms in
localities.

many localities.
Ottawa Valley and Upper St. Lawrence—Partly fair, with some showers and local thunderstorms.
Lower St. Lawrence and Guif—
Fresh southwesterly to westerly
winds; mostly fair and warm, but a
few local showers or thunderstorms.
Maritime—Fresh southwesterly and
southerly winds; fair and warm today: a few scattered showers during

cool.
Saskatchewan and Alberta—Partly
fair, but some showers or thunder-

Anrivals.

Santaren, 2,689, Chapman, from Bar-padoes with sugar cargo for St. Law-ence Sugar Refinery. Robert Reford Co., Agents. Arrived June 18th. Alfred Nobel, 2,616, Bjorebo, from lew York in ballast to load grain. T. McCarthy, Agent. Arrived June

18th.
Steelton, 1,131, Etherington. New
Lake Steamer with cargo from Sunlerland, Matthews Steamship Co., Toronto, Agents.
Lake Manitoba, C. P. R. From Liver-Arrived 6 a. m., June 19th, C. N. R

Departures.

Stagpool, 2,991, Coates, bulk cargo

18th.
Antares, in ballast for Chicoutimi.
Left 6,30 a.m. June-19th,
Cardiff Hall, bulk cargo of grain
for United Kingdom. Salled daybreak, June 19th.

Scawby, bulk cargo of grain for Inited Kingdom, Sailed daybreak, une 19th. Willehad, Canada Line, for Rotter lam, Hamburg and Bremen. Sailed laybreak, June 19th. James Thom

gent. Coastwise Departures. Arrivals at Quebec.

C. P. R. Liner Montford from London and Antwerp, arrived 9 p.m., June 18th. Other arrivals, Serrana from Barbadoes, Devona from Leith, British Pransport from Boston. Last three left for Montreal.

VESSELS IN PORT.

santaren, Barbadoes, Robt. Reford o., Agents.
Alfred Nobel, to load grain, T. R. IcCarthy, Agent.
Lake Manitoba, C. P. R. from Liverpool. To sail June 23rd. C. P. R.

Agents.

Bertrand, T. R. McCarthy. Laurie

Yont.
Tyrolia, Canadian Pacific. Shed
Andania, Cunard Line. Shed 12.
Laurentic, White Star-Dominic
ine. Shed 4.

Scotian, Allan Line. Shed 3. Nuceria., T. R. McCarthy, Windo Kwara, Elder Dempster Co., Laurier

Nora, McLean, Kennedy, Windmill Cassandra, R. Reford Co., Shed 11.

VESSELS BOUND FOR MONTREAL S.S. From. Budapest—Buenos Ayres Othello, Buenos Ayres

	Otheno, Buenos Ayres May 1
	Broomfield-Pensacola May 2
sed	Dalton Hall-Hull June
ece	Hartlepool—Naples June Montcalm, Antwerp June
ppi	Montcalm, Antwerp June
ary	Devona, Newcastle June
n-	Devona, NewcastleJune Manchester Commerce,
the	Serrana, BarbadoesJune
	Lake Manitoba, LiverpoolJune
ich	Sowwell-Antwerp
ht	Tyskland-Demerara June
d-	Manchester June 6
he	Cairntorr, MiddlesboroJune
at	Sowwell-Antwerp June 6
ite	Wittekind, Rotterdam June 8
sal	Salmonpool—Marseilles June 8 Salmonpool—Marseilles June 8
e-	Salmonpool-Marseilles June 8
	Warrior-St. Lucia June 9
he	Tunisian-LiverpoolJune 10
p-	Inishowen Head, Belfast June 10
he	Manxman, Avonmouth June 10
to	Ruthenia, LiverpoolJune 11
he	Ascania-Southampton June 11
n	Montcalm, London
	Fremona Middleshora Tura 19
of	Virginian, LiverpoolJune 12
in	Manchester Spin-
rt	ner., Manchester June 13
B	Saturnia, GlasgowJune 13
32.1	Corsican, GlasgowJune 13
3.4	La Touraine, HavreJune 13
	Teutonic, Liverpool June 13
200	dianza, RotterdamJune 15
124	Jacona, Hull June 15
- S (4)	Corinthian London Tune te
	Royal George, Bristol June 17 Queen Wilhelming Glasgow . June 17
	Queen Wilhelming Glasgow. June 17
	Kaduna— Antigua June 17 Bermuda—Norfolk June 17
趭	Bermuda-Norfolk June 17

Grosse isie, 6—in 11.20 a.m. 115 miles east Tunisian.
Cape Salmon, 81—Clear, light west. In 3.00 a.m. Imatica. Out 4.00 a.m. Staspool, 4.30 a.m. two-masted steamer, 9.40 a.m. Canada (Gaspe Line.) Father Point, 157—in 4.25 a.m. Port Colborne. Out midnight Skogstad.
Little Metis, 175—Clear, light south. Matiane, 200——Smeky, strong south. Cape Chatte, 234—Clear, light southwest.

cest.
Cape Magdalen, 294—In 11.00 a.m.
thello, 8.30 a.m., steamer, 8.25 a.m.
Vabana. Out 10.00 a.m. Tellus.
Fame Point, 325—In 11.25 a.m. Gor-

Cape Rosier, 349—Clear, strong south nticosti— West Point, 332—Cloudy, light south Torhilda and Alpha at Ellis Bay harf. S. W. Point, 360-Cloudy, strong

ith Point, 415—Clear, light west. ath Point, 438—Clear, stron outhwest. P. Escuminac, 462—Clear, strong est. P. Maquereau, 400—Clear, strong

west.

Bersimis—Clear, strong west. Savoy left 7.00 a.m. Left 11.00 a.m. Carleton, Glenfoyle at wharf.

Cape Despair—Cloudy, light west.
P. Tupper—Clear, light south.
Stattery—Clear, light southwest. Arrived in 9.45 a.m. Prefontaine.

Cape Ray, 553—Montmagny, anchored.

Flat Point, 575-Clear, light variable

leavy open ice everywhere movin ast stationary, many bergs. Seven Islands—Sarrana at wharf.

Long Point, 5-Cloudy, strong 1 11.35 a.m. Devona. Vercheres, 19—Clear, south.

In 11.35 a.m. Devona.
Vercheres, 19—Clear, south.
Sorel, 89—Clear, south.
Three Rivers, 71—Clear, southwest.
In 11.10 a.m. British Transport. Out
10.30 a.m. Cardiff Hall, 11.15 a.m.
Soowby, 12.20 p.m. Antares.
Batiscan, 88—Clear, south-west. In
12.05 a.m. Daiton Hall.
St. Lear, 84—Clear, southwest.

Bridge, 133-Clear, calm Quebec, 139—Clear, calm. Left up 1.15 a.m. Virginia and tow.

MOVEMENT OF VESSELS.

ALLAN LINE STEAMERS

The Victorian from Montreal and Quebec, for Liverpool, arrived Liver-pool, Bar I p.m. Wednesday. The Tunisian, from Liverpool, for Quebec and Montreal, passed Cape Ray 1.50 a.m., June 18th. lavre, for Quebec and Montreal, sailed Havre a.m. June 18th. The Corsican from Glasgow, Quebec and Montreal, was 330 n N.E. Cape Race noon, June 18th. The Calgarian, from Quebec, Liverfpool, sailed from Quebec, p.m. June 18th.

WHITE STAR-DOMINION LINE. CANADA LINE. AUSTRO-AMERICANA LINE.

Manxman, abeam Cape Race, 2.30 m. June 18th. Due Quebec, Sunday Englishman, 9 a.m., June 18th. 150

Digissimal, a.m., June 18th. 129 Hiles East of CapeRace. Signal Service Report. Teutonic, 8 p.m. June 18th. 350 miles ast of Cape Race. Wittekind, 12.05 a.m. today at Cape tay. Due Quebec midnight, Satur-Willehad sailed from Montreal, 3a.m. day. Due Quebec 2 p.m. Ida passed out from Quebec 8.20 p.m.

CANADA STEAMSHIP LINES.

Location of Steamers at 6 p.m.

June 18th, 1914.

Canadian—Due passed Kingsteesthound Acadian—Up Soo 11 p.m. 17th.

Hamiltonian—Port Arthur loading.

Calgarian—Left Kingston, 9 a.m. for elleville.

Fordonian—Due down Portonian

Fordonian—Due down Port to-night.

D. A. Gordon—Up Soo 10 a.m. Glenellah—Leaves Toronto to-Dundee—Due Port Colborne to-Dunlelm—

Strathcona-Montreal.

AD. MEN'S EXCURSION.

Montreal Ad. Club and the Publicity Club are having a little excursion leaving Sunday, C. P. R. special to go to Prescott and take R. & O. boat to Toronto and arrive there Monday. C. P. R. put cafe car on for breakfast on train to Prescotts. One hundred members are solor.

NEW TORONTO LINE. The new Lake Shore line of the C. P. R. will be in readiness for passen-ger traffic on June 29. A freight business is being tentatively carried

. This new line will give practically

Dominion.

The C. P. R. has this week announced that the new line will be opened on the date mentioned, and agents have been appointed at the various stations.

Preliminary valuation of the intan ble assets of 45 railroads of Texa has fixed at a total of \$164.416.160. lecrease of \$3,480,033 from the valuation of last year, which is attri-buted to the fact that the gross earn

Summer schedules of all lines of the ennsylvania running to New Jersey eashore resorts, will go into effect on

Alexandria, La, June 19.—The promoters of the Vicksburg, Alexandria & Southegn Railway have established an office in this city.

The president of the road is John P. Shepley, who is vice-president of the Union Trust Company of St. Louis.

The road is projected in a northwest and southwest direction across the State, and is almost at right an-les with every other road in this sec-

HOLD INVESTIGATION

New York, June 18.—A preliminary investigation of the collision between the Hamburg-American Line's Pretoria and the American Line's New York was begun yesterday at the Custom House by the local Board of Steamboat Inspectors and Captain Geo. T. Charlton and J. L. Crone, of the Steamboat Inspection Service. The object of the inquiry is to ascertain the facts of the case in so far as they may affect the licenses of officers of the New York, which is under the American registry. The report of the inspectors after the evidence fins all been taken will be submitted to Capt. H. M. Seeley, the Supervising Inspector. New York, June 18 .- A preliminar

tor.

The inquiry was conducted in private and evidence was taken of Capt. From Glass W. J. Roberts of the New York, the May 30.... engineer officers on duty at the

ent of the crash.

The statements of the two captains

NEW TRAIN ANNOUNCER.

closer communication between the two great centres of population in the

A BIG DECREASE.

SUMMER SCHEDULES.

NEW RAILROAD FOR LOUSTANA

The promoters state that the ri of way has been secured and the c ract let for the building of a part

Steamboat Board Examines Captain Roberts of American Liner New York.

Dunden—Montreal.
Dunnacona—Montreal.
Donia-Cona—Montreal.
Donia-Down Port Huron, 1.30 a.m.
Dorie-Down Port Huron, 1.30 a.m.
Midland Queen—Due down Port Collogon, 1.30 a.m.
In Hurolass, 1.30 a.m.
Dorie-Down Port Huron, 1.30 a.m.
Dorie-Down Port Arthur.
J. H. Plelatt—Due Port Arthur.
J. A. E. Ames—Montreal
Roseade—Due Port Arthur.
J. H. Plummer—St. Lawrence river, east-bound for Montreal
Wahnondah—Up Port Huron, 1.30 a.m.
Dorie-Down Agency, 530 St. Catherine W.
Dorie-Bown Agency, 530 St. Catherine W.

CANADIAN PACIFIC

PORTLAND, OLD ORCHARD, KENNEBUNK. In Effect June 22nd.

In Effect June 26th TIME TABLE CHANGES.
change of time will be made June
Time Tables containing full parars and all information may be

GRAND TRUNK RAILWAY

THE "INTERNATIONAL LIMITED." 4.30 p.m., Detroit 9.55 p.m., Chicago 8 a.m. daily.

eaves Montreal 10.30 p.m., arrives T_0 onto 7.30 a.m., Detroit 1.53 p.m., Chiago 9.25 p.m. daily.

NIGHT EXPRESS.

rom Toronto, 11.15 a.m., Mondays, Vednesdays, and Saturdays, via Grand

TIME TABLE CHANGES

CITY TICKET OFFICES Windsor Hotel "Uptown 11s7 Bonaventure Sta'n " Main 8229



New Fast Express Service

Twenty-three hours of solid comfo artment—Buffet—Library—Observa Standard and Tourist Sle

i "The Canadian" via Canad Indsor, and Michigan Central. MONTREAL 8.45 a.m. 10.00 p.m. E 7,35 a.m. 4 2.00 p.m. 4 1.30 p.m. CT 9.05 p.m. 4

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

Steamships

THE ATLANTIC ROYALS Montreal--Bristol

ROYAL EDWARD ROYAL GEORGE

ORCHESTRA PLAYS DAILY CANADIAN NORTHERN STEAMSHIPS, LIMITED, 226 St. James St.; M. 6570, or any Steamship Agent

DONALDSON LINE

Glasgow Passenger and Freight

June 13.....Saturnia Passenger Rates—One class cabia (II.) \$47.50 upwards. Third-class, east and westbound, \$31.25.

gr Gauthier sold to N, Belanger two epiacements Nos. 737 and 738, par-ticle of Montreal, with buildings there-10 x 86 feet, in Ste. Cunegonde and for \$15,000.

DL XXIX. No. 38

Real Estate

N. Cloutier sold to Mrs. E. Ouimet at of lot No. 8-254, Cote St. Louis, the buildings Nos. 2258 to 2262 St. buils street, 25 x 130 feet, for \$11,000.

R Lacoyitski et al. sold to L. J. A Miler let No. 212a St. Louis Ward with buildings Nos. 141 and 148 La-gauchetiere street, and No. 141 City that avenue, 35 x 62 feet, for \$11,000. H. F. Hope sold to W. B. Hope lots

A. C. Matthews sold to F. K. M. Barnard part of lot No. 897, St. An-one Ward, fronting on Notre Dame treet west, for good considerations.

Not. 1082 and 1085, St. Antoine Ward with buildings Nos. 31 and 33 Latour street, 50 x 86 feet, for good consider-

L. J. A. Robillard sold to Ls. Larue of emplacement situate at Viauville, of 1833 Hochelaga Ward, 27 x 100 fest, with buildings Nos. 241 to 247 Fourts avenue, for \$9,000.

BUILDING PERMITS

ing permits granted yesterday minipers eventeen, but with the exciption of one for \$30,000, they were
mostly of a small character. This was
for nine houses to be erected by A. Ducette, of 3158 St. Lawrence Boulevid on St. Dominique street, Laurier

piro Laing, 229 Ontario stree

took out a permit for the erection tree houses of three floors each erly street, Laurier ward, the to est of which will be \$12,000. 1. L. Ward, 2274 Esplanade avenue, us granted a permit for the erection four houses of four floors each in ochelaga street, Hochelaga ward, sting together \$14,900.

W. Ranger, 2764 Notre Dame Street lest, has commenced to brild two houses of three floors on Notre Dame street west, St. Antoine ward, costing

t a house of three floors on Roche street, costing \$4,000 and ond, 2275 Desjardins street, a REAL ESTATE RECORD.

The June issue of the Real Estate lected is at hand. This paper seems improve every issue and the pro-letors, the Cradock Simpson Com-taged the control of and describe the Cratock Simpson Com-pany describe redelit for it.
Their monthly review is encouraging at refers to the undercurrent of in-vision of the company of the control of the vision of the company of the control of the vision of the company of the control of the control of the set adjusted on a possible revenue bias, and normal conditions preval." number is valuable in its oppositives and statements of con-

A real estate change which may be interpreted many ways, but in the main meaning a determination to progress has been made by the owners of Sun-lieht City. They have decided to take that their own hands the selling of the subdivisions embodied in the Sunflight to the control of the subdivisions embodied in the Sunflight to the control of the control man of considerable experience, has taken charge of the sales and advertising. He stated that the public might misconstrue the change, but it was simply that the Industrial Land conjunction of the sales of their own taken the sales of their own taken the sales of their own taken the sales of the sales o

****** ADVERTISING LIFE INSURANCE

Plans have been made for an elaborate campaign of advertising for life liburance, practically covering North America And after a careful study of the situation 75 per cent. of the appro-briation is to be spent in the daily newspapers.

THE UNDERWRITERS HAVE
REACHED THE GONCLUSION—
ABD WISELY—THAT BY USING
THE NEWSPAPERS THEY CAN
GET THE EYE OF MORE PEOPLE
THAN ANY OTHER WAY. This advertising will not exploit the merits of any company or individual.

It will hammer home the advantages of insurance and the reason people should protect their families. The underwriters believe that such a cappaign will bring a wide interest in ingurance which will pave the way for the agents to get business.

MOTHER PRACTICAL DEMON-ANOTHER PRACTICAL DEMON-STRATION OF CO-OPERATION, AS WELL AS A TRIBUTE TO THE BUSINESS-BUILDING QUALITIES OF, THE NEWSPAPERS.