Kailways

MAIL AND PASSENGER SPECIAL

NIGHT EXPRESS.

Leaves Montreal 10.30 p.m., arrives Toronto 7.30 a.m., Detroit 1.53 p.m., Chicago 9.25 p.m. daily.

Commencing Monday, June 15th, a new train will leave Montreal 7.40 a.m

daily, except Sunday, and arrive St. Hilaire at 8.35 a.m. Returnnig, will leave St. Hilaire at 8.45 a.m., arrive Montreal 9.40 a.m.

CITY
TICKET
OFFICES
Windsor Hotel
Windsor Ho

Stramships

THROUGH CANAL

Electric Towing Machine in Attack River Steamer and Panama Waterway Worked Murder Many of Passengers Perfectly

One Hour and Forty-five Minutes To Go Through Gatun Locks—Towing Equipment is Unique Construc-

The Alliance of the Panama Railmad Steamship Line was the first ship to pass through the locks of the Panama Canal. She left her berth at Cristical at 6 o'clock on the morning of June 8, and steamed slowly through the sea level entrance of the canal to Gatun Locks. There she tied up by the north guide wall until hawsers were fastened to her in preparation for the tow through the locks.

At 7 o'clock the ascent was begun.

At 7 octoors the ascent was begun. The tonnage of the Allianca, about 4000 gross, is so small that the work of locking her up through the three flights or chambers was much the same as that of locking the numerous tigs and dredges that had already and dredges that had already the ascent. The ascent from sea to the level of Gatun Lake, 85

was to try out the electric towing ma-chines before being used in the first trip of a ship through the canal. The

achines worked perfectly.

"There was not a hitch of any kind,"
aid Col. Goethals," and yet the test
hould not be taken as indicative of
he time that may be required to pass
ship through the locks, because the
awsers were all attached before the

cent was begun."
When all is in working order it will when are is in working order it will probably not require more than one hour and forty-five minutes to take a ship through Gatun Locks, less than the time calculated by the engineers who designed and constructed the locks.

The machines which did the towing, nd which are to tow ships for years The machines which did the towing and which are to tow ships for years to come, are unique in such service. They are electric 'Coomotives moving upon race track. In the centre of each locomotive is a drum or reel on which the towing hawsers are fastened. Two locomotives on each lock wall attach their hawsers to the ship fore and aft, and the tow is started with the ship held steady between [yo lines] he ship held steady between two

The "Stone of Destiny" may fall the militants.—Philadelphia Record.



higan Central.

The Canadian No. 22

6.55 a.m. 20.55 p.m. ST.

5.40 p.m. 7.25 d.m. 2

12.40 p.m. 2.00 p.m. 2

11.35 p.m. 1.30 p.m. CT.

7.45 a.m. 0.55 p.m. 4

CHINESE PIRATES' WITHOUT HITCH MERCILESS WORK

Then Set Fire

BETTER THAN ESTIMATE FIGHT FOR THE BRIDGE

While Captain Armed With Shotous Was Holding Bridge, Pirates Set Fire to Ship—Two Officers Saved.

Portland, Ore., June 17.—Kent W. Clark, purser of the Pacific Mail liner Korea, has sent to a friend here a coport of the China Mail containing an account of the recent attack on the iteamer Tai On by Chinese pirates, which resulted in the death of more which resulted in the death of more chan 200 persons. The account says:
West River steamers which arrived n port early this morning brought news of one of the most daring and villainous piracies ever commited in he Canton Delta. The vessel upon which the outrage was committed, the Tai On, now lies a mere hulk, burned of the water's edge at Ki O. an isthe water's edge at Ki O, an isand near Macao, the pirates having set her on fire when they found their fforts to take command of the bridge were fruitless.

Of the 300 or 400 passengers who

Of the 300 or 400 passengers who were aboard at the time only some 180 eturned to Hongkong, the rest having perished, either by fire, drowning in the pirates' bullets.

The ill-fated vessel, owned by a hinese-company named the Kwong On, is a steamer of the usual river yep of 438 tons gross. She flies the British flag and thus carries chief officers of British nationality. They are three in number, Capt. Weatherall, Chief Officer Evans and Chief Engineer McCartney.

Chief Officer Evans and Chief Engineer McCartney.

The Tai On had a weekly run beween Hongkong and Kongmoon, which s up the West River. She left the wharf at about 7 p.m. with a general argo, 363 passengers and a crew of 40. She proceeded on her course and about 0 p.m. was nearing Ki'O, when Capt. Neatherall heard a commotion in the tween decks and some of the passencers, who were none other than notorous pirates of the West River, atmpted to take command of the ship. Japt. Weatherall rushed from his cabin othe bridge, and with his duck shotthe bridge, and with his duck shot othe bridge, and with his duck shot-tim shot down two pirates as they were clambering over the ship's boats. Fhe Indian guard at once responded to the attack and fired upon the pir-ites, killing six. The Tai On was well protected against piracy out-rages and the barbed wire entangle-

ents assistd the captain to hold the

the ship held steady between two lines of taut cables. In the case of the Alilanca there was absolutely no deflection from the centre of the locks, the ship being held as steady during the whole lockage as though a strong hand were balancing a stick of wood midway in the chambers. It would be so with the Imperator or any other large ship. In no particular has every idea of the designers been more fully justified than in the working of the locks. The Alilanca is 333 feet long, of 42 feet beam. The most striking feature for her appearance in the locks was how small she looked and how large the lock chambers appeared. The locks could carry at any time six ships like the Alilanca. The Vaterland would almost fill a lock, but could be Three other steamers, the Shun Lee, oon the ill-fated ship was a burning mass. Shrieks rent the air; women would almost fill a lock, but could be findled easily.—New York Sun.

STANDARD OIL CO.

PAYS \$34,189,000

Several Subsidiaries Awarded Shareholders with Big Extra Disbursements.

New York, June 17.— Cash dividend declarations by the separated Standard Oil companies to be paid in first half of 1914, which are undoubtedly all that will be paid in first half of 1914, which are undoubtedly all that will be paid in first half of 1913, dividends aggregated \$34,189,826, compared with \$31,789,167 in same period of 1913, exclusive of a \$39,336,352 special distribution by Standard Oil Co. of New Jersey, an increase of \$2,460,659. For last half of 1913, dividends aggregated \$36,570,842, an increase of \$2,481,016 over first half of current year.

Although in some cases dividend rates show a reduction compared with fill; this was more than offset by payments of campanies which increased their capital since first six months of 1913, and some increases in dividends companies. The heavy decrease in dividends companies which increased their capital since first six months of 1913, and some increases in dividends companies which increased their capital since first six months of 1913, and some increases in dividends companies which increased their capital since first six months of 1913, and some increases in dividends companies which increased their capital since first six months of the property of the second the property of the property of the second the property of the second the pr

The first the morting of the morting

SHIPPING AND TRANSPORTATION NEWS

WEDNESDAY, JUNE 17, 1914. Almanac.

Sun rises, 3.58 a.m. Sun rises, 3.38 a.m.,
Sun sets, 7.49 p.m.
First quarter, June 1st.
Full moon, June 8th.
Last quarter. June 15th.
New moon, June 23rd.

Quebec. High water, 1.16 a.m., 1.52 p.m. Rise, 13.7 feet a.m., 136 p.m.

Weather Forecast.

Lower Lakes and Georgian

Ottawa Valley and Upper St. Lawence—Moderate winds; fine, with a stitle higher temperature.

Lower St. Lawrence and Culf—Strong northeasterly to northwesterly vinds; fair and cool. Maritime — orthwesterly

arm. Manitoba and Saskatchewan-Most-

y fine and very warm; thus storms in a few localities. Alberta—Fine and very warm. PORT OF MONTREAL.

Arrivals

Hesperian, 7,012, Main, Glasgow, passengers and general cargo. Allan Line. Shed 3.
Scawby, 2,226, Fisher, Rasarioa, light R. McCarthy. Shed 8.

McCarthy. Shed 8. cklestad, 3,458, Andresen, Sydney, Black Diamond Line. ndal Castle, 2,438, Dash, Sydney, oal. Black Diamond Line. Cassandra, 7,396, Brown, Glasgow assengers and general cargo. Donald on Line. Shed 11.

on Line. Shed 11. **Departures.** Tellus 4,131, Jorgensen, Sydney, light Black Diamond Line. Black Diamond Line, Kendal Castle, 2,438, Dash, Sydney, ight. Black Diamond Line. ight. Black Diamond Line.
Myrafell, 1,918, Dayls, Limerick,
grain. T. R. McCarthy.

VESSELS IN PORT.

Anglo Egyptian, New Zealand Ship-ing Co. At Tarte Pier. Tyrolia, Canadian Pacific. Shed 8 Coningsby, Roth Line. Windmil

oint.
Ida, Austro-American Line. Shed 6.
Andania, Cunard Line. Shed 12.
Laurentic, White Star-Dominion
ine. Shed 4. Willehad, Canada Line, Shed 16. Stagpool, T. R. McCarthy, Win

Scotian, Allan Line. Shed 3. Nuceria, T. R. McCarthy, Windmill Point. Cardiff Hall, T. R. McCarthy, Wind-nill Point. Kwara, Elder Dempster Co., Laurier

Nora, McLean Kennedy, Windmill

Joint. Scotian, Allan Line. Shed 3. Hesperian, Allan Line. Shed 3. Cassandra, R. Reford Co., Shed 11. Antores, Eld. Dempster Co., Sec. 42. Scawby, T. R. McCarthy, Windmill Joint March 1981. S.S. From. Sailed.
Breslau, Hamburg ... May 15
Othello, Buenos Ayres ... May 15
Montfort, London ... May 29
Santaren, West Indies ... June 1
Devona, Newcastle ...

Manchester Commerce,	
ManchesterJune	9
'assandra, GlasgowJune	
Cairntorr, MiddlesboroJune	
Serrana, BarbadoesJune	
Inishowen Head, BelfastJune	
Lake Manitoba, LiverpoolJune	
Wittekind, RotterdamJune	
Funisian-Liverpool June	
Manxman, Avonmouth June	
Ruthenia, LiverpoolJune	
Virginian, LiverpoolJune	
Montcalm, LondonJune	
Saturnia, Glasgow June	
Fremona, MiddlesboroJune	
Manchester Spin-	
ner, Manchester June	
Teutonic, Liverpool.,June	
La Touraine, HavreJune	
Corsican, GlasgowJune	1
Jacona Hull June	

SIGNAL SERVICE BULLETIN. sued by Authority of the Departme of Marine and Fisheries.

Montreal, noon, June 17th, 1914. Is. of Orleans, 14—In 10.25 a.m., Alfred Nobel. L'Islet, 40—Out 7.45 a.m., a coal stea

mer,
Cape Salmon, 81—Clear, west. In 8 a.m., Manchester Commerce. Out 7 a.m., Wascana: 9.15 a.m., Myrafell. Rlv. Du Loup, 92—Clear, north. Father Point, 157—Clear, west. In 8,50 a.m., Charter House. Matane. 200—In 8 ca

east.
P. Maquereau, 40—Cloudy, gale Escuminac, 462—Cloudy, gale, esterly north-east.

orth-east.
Bersimis—Clear, north.
Scatari—Cloudy, strong south-west.
Point Tupper—Hazy, south-west. Anticosti— West Point, 332—Cloudy, east. O.G.S. Margaret, Norhilda, and Savoy at El is Bay wharf. S.W.Point, 360—Cloudy, north-east.

South Point, 415-Raining; strong orth-east. Heath Point, 439—Dense fog; strong

Long Point, 5-Clear, west. cast.

Cape Race, \$26—Out 9 a.m., 310 miles cast, W.S.D. Canada.

Quebec to Montreal.

Long Point, 8 — Clear, west. In 1.50 a.m., Queen and tow. 19—Clear, west. Vercheres, 19—Clear, west. Sorel, 39—Clear, south-west. Left

up 10.30 a.m., Spray and tow. Out 11.40 a.m., C.P.R. Montreal. Three Rivers, 71—Clear, south, west. n 9 am., Lingan Arrived in 11.10 a.m.

Alaska and tow.

Batiscan, 88—Clear, south-west.
St. Jean, 94—Clear, west.
Grondines, 98—Clear, west.
Portneuf, 108—Clear, west.
St. Nicholas, 127—Clear, west. In
10,30 a.m., Alden: 10,05 am., Steelton.
Bridge Station, 122, Clear, west.

CHRONICLE OF SAILINGS TO EUROPE. From Different Ports. Compiled by Hone & Rivet, travel specialists, 9 St. Lawrence Boulevard, Montreal.

June Name of Vessel.
7—La Provence, N.Y.
7—Rhein, Baltimore From. 18-Cedric, N.Y. 18—Pres. Grant, N.Y. 18—Calgarian, Quebec
19—New York, N.Y.
19—Menominee, Phila; p.
20—Laurentic, Montreal;
20—Hesperian, Montreal
20—Andania, Montreal.
20—Cassandra, Montreal Liverpool Glasgo Tries 20—Olympic, N.Y. 20—Lapland, N.Y.. .Antwerp .. Havr

-Pennsylvania, N.Y... -Celtic, N.Y... -Uramium, N.Y... -Philadelphia, N.Y., So -Teutonic, Montreal ...

ADVANCE IN RATES

Verdict of Interstate Commerce Commission is Being Eagerly Awaited by Congress.

An element in the situation which has ben underestimated until now is the effect of the trust bills on business prospects. There has been a lingering hope in many minds that the antitrust legislation might be pigeonholed at the last and the effort of Mr. Underwood during the past day or two to get an agreement that would result in deferring this legislation until autumn and allow Congress to go away from Washington undoubtedly met with the entire approval of the majority of both entire approval of the majority of both th

President Wilson's flat statement that the session must continue until the anti-trust acts are disposed of has led man yto turn to the rate decision as the sole remaining means of postations. The engineers stopped as the sole remaining means of postations and the sole remaining means of postations. 0.30 a.m., Alden: 10.05 am., Steelton.
Bridge Station, 133—Clear, west Quebec, 139—Clear, west of the proposed rate increases are other in annuaren. In 11.59 a.m., Alfred Nobel.

West of Montreal.

achine Canal—
Lock No. 2—Left out 11 a.m., John harples.

Ottawa, June 17.— The Department of Marine has under consideration an improvement in the St. Lawrence channel which will facilitate navigation in that waterway, and lessen some of the danger that now exists because of the heavy water traffic along that portion of the river east of Sorel to

25—Prinz Ossar, Frinadel... Hamburg 25—Celtic, N.Y. ... Liverpool 25—Uramium, N.Y. ... Rotterdam 26—Philadelphia, N.Y. .. Southampton 27—Teutonic, Montreal ... Liverpool 27—Con-sican, Montreal ... Glasgow 27—Saturnia, Montreal ... Glasgow 27—Saturnia, Montreal ... London 27—Prinz Friedrich Wilhelm, N.Y. ... Bremen 27—Imperator, N.Y. ... Bremen 27—Caledonia, N.Y. ... Glasgow 28—Corinthian, Montreal ... London 30—Royal George, Montreal ... London 30—Royal George, Montreal ... London 30—Gaser Wilhelm II., N.Y., Bremen 30—Caserta, N.Y. ... Genoa 30—Hamburg, N.Y. ... Genoa 30—Hamburg, N.Y. ... Genoa 30—Hamburg, N.Y. ... Genoa 30—Gots of the Canada Structing the latter, and sometimes ausing danger. The Marine Department is now considering the extension of this case the tween the Islands of Canada Steamers obstructing the latter, and sometimes ausing along the latter, and sometimes are commended by the lighthose board, and about all the work that will be required will be the lighting and buoy-ing of the channel, though some dredging may also be done.

News of Railroads

The attitude of most members is largely different from what it has been in the past, inasmuch as the bulk of them have ben hearing very positively from their districts, and have been advised that action is called for that the different trades which would profit from the advance may be galvanized into activity. The recent political derived into activity. The recent political derived into activity. The recent political derived into activity. The recent political leaders to the opinion that their seats are in many cases gravely endangered by the failure of business to assume a normal tone, and they think it first by personally meeting sectionmen and other employes of the company, and thus repulyes of that the man are tully informed regarding the very fully informed regarding the very sufficient value by reliably to the reporting along the right of way. These inspectors also distinct of way. These inspectors also with the operating department in securing efficient action in connection with the removal of the company. assume a normal tone, and they think that if the advance could be had it would tend to offset much that has of late been said regarding the bad condition of affairs.

An element in the situation which law been understificated and the situation which law been understified.

are in Vancouver looking over the C. P. R. terminals. The officials are on an inspection trip of the Canadian Pacific Railway and other Dominion lines. Both the visitors expressed themselves as greatly impressed with the railways of this country, and paid a compliment to the C. P. R. for the general excellence of its system, based on their observations in their way through from the East.

cipies there may be a use for it after all.

If the Commission's decision should turn out to be more unfavorable than now seems likely, the reaction of feeling in favor of the roads is believed in the commission. The commission is believed in the commission of the leaders, it will be sought in that event to make up to the roads some of the disappointment that will be produced by a failure to get the rate increase by giving them a fairer basis of mail contracts, and plans looking in that direction are already being laid, according to the statements of some of the leaders. The breach between the radical and conservative must be rospect of losing at the polls in the autumn.

Department of Marine Has Scheme Under Consideration to Facilitate Navigation.

Department of Marine Has Scheme Under Consideration to Facilitate of Marine has under consideration and marine decided to elaborate it on a still more comprehensive scale, Quebec being the Province most intrinately continued to a state of the C. P. R. idea was to ornge has its day, and the C. P. R. idea was to ornge has its day, and the C. P. R. idea was to ornge has its day, and the C. P. R. idea was to dentify the Canadian national holiday with this typical Canadian product. The Quebec Marine and a copy of "The Maple Lag For The Maple States each and Full Particular Consult CAN C. P. R. MAPLE DAY.
On Dominion Day last year every passenger who entered a dining can on the C. P. R. received a maple sugar maple leaf enclosed in a little box with a supplementary of the control of

CONAN DOYLE INVESTS. Speaking to-day of his trip west with fir Arthur Conan Doyle, Mr. H. Charl-on, of the Grand Trunk Railway, said hat Sir Arthur had been most favorand the sir Arthur had been most favor-ably impressed with the economic out-look of this country. The sincerity of Sir Arthur's expressed views on this subject is attested to by the fact that he his already seized the opportunity to invest a considerable sum in real estate holdings in Port Arthur and Fort William.

estate holdin Fort William. THE CHARTER MARKET

CANADIAN PACIFIC STEAMSHIP SPECIAL, Lv. Windsor St., 8.30 p.m Wednesday, June 17.

TO PREVENT FOREST FIRES. Montreal, noon, June 17th, 1914.
Is, of Orleans, 14—In 10.25 a.m., Altred Nobel.
L'Islet, 40—Out 7.45 a.m., a coal steamer.
Cape Salmon, 81—Clear, west. In Sam., Manchester Commerce.
Out 7.m., Wascana: 9.15 a.m., Myrafell.
Riv. Du Loup, 92—Clear, north.
Father Point, 157—Clear, west. In Solo a.m., Charter House.
Matane, 200—In 8.20 a.m., supposed
Cape Rosier, 349—Heavy rain, strong Cape Magdalen, 294—in 9.40 a.m., apposed Maskinonge: 8 a.m., a Britsh transport.
ast.
P. Maquereau, 40—Cloudy, gale, of the market of the interport of the market of the market of the interport of the market of the canadian pacific Railway has assigned three men to haddle fire inspection work for the company on its lines in British Columbia, and three additional men on the section white the purpose of collecting information to business, members of Congress are anxiously awaiting the verdict of the purpose of collecting information to buse of collecting in GRAND TRUNK SYSTEM THE "INTERNATIONAL LIMITED."
Canada's Finest and Fastest Train
Leaves Montreal 9 a.m., arrives Toronto
4.30 p.m., Detroit 9.55 p.m., Chicago
8 a.m. daily.

> THE LAKE AND RAIL ROUTE TO WESTERN CANADA. TO WESTERN CANADA.
>
> From Toronto, 11.15 a.m., Mondays, Wednesdays, and Saturdays, via Grand Trunk to Sarnia, Northern Navigation Co. to Fort William, and Grand Trunk Pacific to points in Western Canada, MONTREAL-ST. HILARE

Two assistant engineers of the Prus-na State Railway system, Messrs. ans Dempwolff and Turt Semmier, ie in Vancouver looking over the C. R. terminals. The officials are on

THE ATLANTIC ROYALS

THE ROBERT REFORD CO.,

with harl-said Uptown Agency, 530 St. Catherine W.

CUNARD LINE

Real Estate

Val. XXIX. No. 36

The real estate market has on more lapsed into a blissful state of in activity, and the most optimistic view expressed by all the real estate me in the city sem to have little effect of it beins offered at a sacrifice, but expet for a certain amount of sma investment business the market is devoid of all activity. Land in the out lying subdivisions of the city is very quiet, and in certain sections is being offered, freely in exchange for different things. Many transfers have recently taken place of this kind, where a secondhand s stomobile has been exchanged for a small lot of land. A few years ago a man would have expected his property to increase in value so rapidly, that he would have been apple to buy a new automobile on the profits.

profits.

Values, however, are coming down to their proper levels, at least this is the opinion of many of the leading real estate men in the city, including Mr. James Morgan, of the Colonial Real Estate Company, and Mr. Cradock Real estate deals registered yester-

Real estate deals registered yester-day numbered forty-seven. The larg-gest was the transfer from Nathan Toblas to Joseph Ettenberg, of lots 47-27 and 28, Cote St. Louis, each measuring 25 feet by 88 feet, together with the buildings thereof known a8 Nos. i611 to 1613 Clarke street, Laur-ler ward. The price paid was \$27,400, Plahault Brothers sold to J. A. Go-din, part of lot 119 St. Lawrence ward, containing 3050 souare feet, the same heing vacant and situated at the junc-tion of Sherbrooke street and St. Laurent. Price paid \$26,500.

restinged Poirier and others sold t lots 33-123 to 12 Pierre Guidazio lots so-120 to parish of Montreal, each lot being 37 feet by 89 feet, and situated at the cor-

Charles Larin sold to Joseph O. Re naud and others, lots 7-164 and 4165, St Jean Baptiste, each lot measuring 26 feet by 108 feet, with the building thereon in Pare Lafontaine, for \$19,

oleon Leonard sold to Lawrence Napoleon Leonard sold to Lawrence Power the south-east portion of lost 15-276, parish of Montreal, Notro Dame de Grace, with the buildings thereon, in Harvard avenue, for \$9.

BENEFITS MORTGAGES

A decision of Justice Pound in th. A decision of Justice Pound in the agedal term of the New York subjected term of the New York subjected term of the New York subjected to the American strengthen the claim of mortgagees it includes the subjected to the hands of a receiver influeresced with an equitable lien if favor of holders of mortgages on project decided to the control of the co lam W. Reilly, receiver for Joseph letz and Sons Co. The fires resulted in the conviction of William Chavanne

in the conviction of William Chavanm on spring a term in about a prison left, was appointed receiver I believe the insured certain building of the property. A few days later the fits occurred and on the same day the fits occurred to the fits occur to bring an action to test his clair that he insurance was to be for the beniefit of the general creditors and no for the benefit of the mortgagees whice are the Fidelity Trust Co. and the Buffild German Insurance Co. The coursays that receivers are appointed for the preservation of estate; that the in sinance was a personal contract for surance was a personal contract the benefit of the receiver, so far

the benefit of the receiver, so far onl as it protected him from liability the bankrupt or its trustee for failure to exercise due care in preserving the protect while it was in his custody on this point the decision says:

To held that the mere custodian or property by insuring his interest there in might, if a loss occurred, changing the character of such property from real to personal, would be inequitable. The damages recovered stand in his limits, not as proposed as the property from the control of the con

rea to personal, would be inequitable The damages recovered stand in his fands, not as personal assets, but a really, the same as if the bankrupt has himself effected the insurance.

The receiver holds the proceeds of the insurance as ne would the proper ty for the benefit of the bankrupt Tae money received on the policies stands in the place of the property destroyed.

"As the benefit of "as the property destroyed." stroyed.

"As the bankrupt had personally overanted to insure for the benefit of the Fidelity Trust Co. and had assumed the liability of his grantor to in sure for the benefit of the Buffalo German risurfance Company, the mone collected was

collected on the policies are impressed with an equitable lien in favor of the mortgagees." ************ ADVERTISING LIFE INSURANCE

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

THE UNDERWRITERS HAVE
REACHED THE CONCLUSION—
AND 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 campaign will bring a wide interest in insurance which will pave the way for the agents to get business.

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

Britis Unite

The state of the s