GERMANY MAKES INITIAL PAYMENT ON REPARATIONS ACCOUNT

Equivalent of 150,000,000 Gold Marks is Made Up of the Currency of All the Powers and Includes Some Bills of Exchange.

A despatch from Paris says:—Germany's first payment of the equivalent of 150,000,000 gold marks to the Reparations Commission will be made up as follows: $11,675,000, 3,500,000 pounds sterling, 22,000,000 French francs, 4,000,000 Swiss francs, 12,000,000 Belgian francs, 2,000,000 Dutch florins, 6,500,000 Danish crowns, 3,000,000 Swedish crowns, 3,500,000 Norwegian crowns, 8,500,000 pesetas and 10,000,000 gold marks.

The 10,000,000 gold marks possibly will be sent to the United States, as there the gold would have its greatest value. The Germans have not yet notified the commission when they will deliver this first installment.

These amounts do not represent all cash or currency, but only in part, the balance being bills of exchange, which may be converted immediately into cash and cheques reckoned at the rate of exchange obtaining on May 13.

The official announcement by the Reparations Commission that Germany would place at its disposal 150,000,000 gold marks, and had promised to pay the balance of the one billion due before May 31, is greeted with undisguised, but somewhat guarded, satisfaction by the French press. The announcement was made too late for editorial comment in the morning papers, but among the evening papers, The Temps says: "It is likely that the first billion will be applied as a guarantee fund to pledge the annual interest on the first issue of bonds by the German Government, which Germany must remit before July 1 to the amount of 12,000,000,000 gold marks, and which thus might be offered immediately to the international public."

A Finger-Post.

Straws show which way the wind blows in Soviet Russia.

Not long before the downfall of Wrangel in the Crimea the ruble he was using went to 20,000 to the dollar. Then it sank to an abysmal level where it ceased to mean anything as money value.

In Moscow the Soviet has decreed that 4,000 rubles and the gold franc are equivalent. This means 20,000 rubles to the dollar. It sounds ominous. Last year the Soviet ruble was held at 5,000 and 6,000 as the maximum for the dollar. If the exchange was made by way of Esthonian and German marks, it was possible to procure as much as 11,000 marks for a dollar. But the present level is about twice as low as the lowest point the Soviet ruble has touched previously.

It will not do to assume because of the low value of the ruble that Bolshevist rule is about to collapse. But when we remember that the Czar ruble was generally worth more than fifty-one cents, it can be seen how low the world's confidence in Russian credit has fallen. No Government can hope to rear a permanent structure on the foundation of insolvency.

Sir Connor Guthrie

One of a group of English financiers now in New York in connection with the plan to float an eight million dollar timber land deal in British Columbia.

Seat in House of Lords for Hon. W. Long

A despatch from London says:—The acceptance by the Right Hon. Walter Long of a Viscounty involves a by-election at St. George's, Westminster, one of the safest Tory seats almost from time immemorial. It is believed that Mr. Long accepted the offer of a Peerage with hesitancy, his inclinations being entirely for the retention of his seat in the Commons. His personality in public life has been one of the most acceptable to all parties. Some years ago, returning from a trip to Canada, he declared that the Dominion not only claimed a share in the fleet, but meant to help pay for it.

Miners Lose Ten Million in Wages

A despatch from London says: It is estimated that the workers in the Birmingham district have lost ten million pounds sterling in warges through the miners' strike.

Right Hon. T. J. Macnamara, Minister of Labor, states that the number of wholly and partially unemployed in the United Kingdom now totals over two and a half million. Nevertheless, a pit pony race meeting at Doncaster was attended by 30,000 idle miners.

A large body of strikers are assisting the police as special constables.

Mount Everest.

Of course, the whole earth is interested in the organized assault of the Royal Geographical Society and the Alpine Club upon its highest summit. "Dull would he be of soul" who did not care. Botany, zoology and geology will be enriched by discoveries, and medical science will derive data of value as to the performance of the human machine in a rarified atmosphere. But it is not for the sake of science that men are primarily seeking the supreme altitude of Mount Everest. They are conquering tribes and jungles and native superstitions and chilling snows and avalanche perils because, being men, the old thrill of an explorer in quest of the unknown and the unseen allures them beyond all power to resist it. They are climbing Everest for the reason that Peary and Amundsen went to the Poles. Their effort is to all the world an inspiration.

Some cabinet voyagers are saying, "Why don't they fly?" Because there is no suitable place to start or to land. The approaches to the mountain are themselves unknown. The maps have nothing to say of the purlieus of Everest. The height of 29,002 feet (let not that two feet be left off on pain of the displeasure of the shades of the faithful trigonometers) was taken by triangulation a long distance off—and a long time ago. The mountain might have been named Queen Victoria, but glory enough in the geography is hers; instead, the crown of the Himalayas bears the name of the modest head of the survey.

It is an all-British expedition. The United States people may subscribe, and some of those who are good sports will do so. The conquest of Everest will go far to establish new climbing centres and open new resorts to tourists, holiday-makers and hunters. The grand range of the "Abode of Snow," with its numberless peaks exceeding 25,000 feet in height, promises a playground worthy of the eugenic race that is to come upon our planet when the slackers and the dilettanti have passed away.

A kiss speaks all languages.

Many big London hotels are being bought by business firms for conversion into offices.

Choosing Work on the Farm.

Thousands of young men will be finishing their course in the High Schools of Ontario at the end of the present term. Already these seniors are considering their future course—whether they will go on with their educational preparation for life at a higher institution of learning or whether they will immediately take up their life work. Every young man should have a general knowledge of the requirements of the more common occupations and professions that he may choose the line of activity best suited to his talents, and to that end we are here suggesting thoughts regarding the requirements, training and opportunities of the agriculturist.

There are few occupations requiring more all-round ability and good sense than does agriculture. To be a successful farmer one needs a body that will withstand the strain of heavy work, exposure and occasionally long hours of toil during seeding and harvest time. He must have eyes trained to see the hundreds of things which are necessary to be understood in order to make advancement in the business, and his hands must be accustomed to the use of all the ordinary tools and machinery. He should be a practical botanist, a soil chemist, a careful bacteriologist, a good plant and animal breeder and a fair mechanic, and the more knowledge and skill he possesses along any of these lines the beter able will he be to meet the various and complicated situations which are certain to present themselves. Modern agricultural competition and methods require further that to be successful at farming, a man should have the proper attitude toward his fellow farmers to co-operate with them in the marketing of products and in securing the raw materials needed on the farm.

The prospective farmer should prepare himself by securing both a practical training and a careful schooling in the various sciences relating to the production of crops and animal products. Where one has not had farm experience he had better hire himself out to some good farmer for a year or two before he ventures alone. It would be advisable to supplement this training with a course at an agricultural college. A careful study of the work being done at the Experimental Farm will prove a most excellent investment. He should cultivate the acquaintance of a few successful farmers and read reliable books and periodicals.

The opportunities for the young man trained in agriculture cannot be painted quite so glowingly as has been the future of some other occupations and professions, but taken all in all it is more than probable that farmers as a class get as much or more out of life as do the members of any other class. While there are very few farmers who have amassed great fortunes from their farming business, an unusually large per cent. of them have a competence above that enjoyed by the average city worker. Besides getting a good living and enjoying conditions that promote good health, the farmer manages his own affairs and can go and come more freely than can those employed in large industrial organizations. There is ample opportunity for doing community work along both commercial and social lines. The well-trained agriculturist has opportunity also for filling positions as teacher in high schools and colleges having agricultural courses, as experimenters in provincial experimental farms, as county representatives, as agricultural writers, or as experts of some of the hundreds of industrial concerns requiring men with an intimate knowledge of farming. In fact, the person well trained in farming would seem to have as broad a field of attractive position from which to choose his life work as one trained along any other line.

Automobile Lavatory Fixed to Running Board.

Soon, perhaps, automobiles will be furnished with all the comforts of a home. Already they have been equipped with sleeping quarters, and now there is available a lavatory.. The auto lavatory includes a water reservoir, a basin, a faucet, a towel holder, and a soap dish. It is carried on the running board of the car, to which it is bolted, and when not in use, the basin folds up against the water reservoir, where it can be locked.

Civilization is responsible for a steady degeneration in our teeth.

Half Living.

A great thinker once said that we can always do more than we think we are able to do.

Oceans of talk cannot cover up a failure. All that an employer wants to know is whether the goods were delivered or not. Excuses do not matter.

Everywhere are people who are only half alive—only half doing their work—barely passing muster—scraping through like a schoolboy in an examination, with a mark just high enough to qualify.

Forever we have to fight our own inertia. When we speak of being the victims of circumstances, we misuse the word circumstances. It is not the things "standing around" us, as the word signifies, but the things indwelling—the bad habits whose hold is so tenacious—that hold us back and pull us down, and keep us from realizing the fulness of the promise of our youth.

We talk of "seeing life," and when we say that, what do we mean? We mean a loafer's definition of pleasure; we mean luxurious trifling, frivolity and inanition.

"Seeing life" might mean visiting a steel mill, or watching the building of ships or hats or locomotives; but instead we use the word to indicate some sort of "slumming" expedition, in high life or low.

"You're missing the best of your life," some tempter urges, pointing the way toward gilded, rose-hung and dazzling iniquity.

But that isn't life. Burning the candle at both ends in riotous excesses is the destruction of life. Those who are half living are those who are fooling away the years with nothing to show for it but the memory of smooth and shining floors, dance cards and chandeliers and indigestible "refreshments."

The half-living are those who bring a fagged and listless body to the day's work because they are literally played out.

What keeps some men robustly on the go at an age when others are out of the race, and even broken, is the habit they have followed always of putting into each hour all that it will carry. If it is an hour for rest, then they fill that hour with rest, which is as much a man's duty as his work.

When we pity ourselves for being "tired," we blame it on the work we did—it ought to have been the play. It is Vanity Fair that is only half living. It is the world's busy workshop that is wholly and incessantly alive, driving forward with the toil that is put on all the sons of men.

If there is one who is half living—that is to say, only half fulfilling his earthly responsibility—some one else must make up for it by taking on the other half of the apportionment.

The partly awake and the partly alive, giving but a portion of their feeble, sleepy selves to their work, are far too numerous. We must strike a new balance between the overladen and the undercharged that each may live his life and do his work with all his being, holding nothing back.

Represents India at Imperial Conference

Mia Mahomed Haji Jan Mahomed Chotani is the name of this Indian delegate to the Imperial Conference.

Moral Courage.

"Moral courage," said the teacher, "is the courage that makes a boy do what he thinks is right, regardless of the jeers of his companions."

"Then," said Willie, "if a boy has sweets and eats 'em all himself, and ain't afraid of the other boys callin' him stingy, is that moral courage?"

SUPREMACY OF THE SEAS REMAINS WITH THE BRITISH NAVY

Naval Estimates Provide for Most Powerful Fleet in the World—Four Battleships of Largest Dimensions to be Built at Portsmouth.

A despatch from Washington says:—The British Navy intends to retain its position as the world's most powerful naval force under the new naval estimates. Four battleships of the largest dimensions are to be built in the private dockyards of the Vickers, Armstrong and Fairfield Shipbuilding Companies and the Royal Naval Dockyard at Portsmouth, according to information from an official source.

Not a single aircraft carrier is called for under these estimates, and only one submarine is to be commenced.

This single submarine is clearly to be of an experimental type, probably of the submarine battleship type, because only one is to be built, and submarines have always been built in types of from five to twenty vessels each in the past. A mine-layer is also provided for.

While nothing is definitely known as to the features of the battleships it is confidently expected in official quarters that they will exceed the battle cruiser "Hood" in size. In the matter of speed it is certain that they will be built to make 23 knots or better, as all nations are building battleships of this speed.

It is regarded possible that the new British ships will carry from six to eight eighteen-inch guns, although older officers declare that ten fifteen-inch guns of .45 calibre are preferable to the eighteen-inch guns. The fifteen-inch guns have been very successful weapons, in fact the most successful of all large naval ordnance to date. They fire a projectile of about 2,000 pounds and have a range which exceeds the maximum visibility. The secondary battery will consist of the new six-inch guns.

A new feature of these ships is in the torpedo battery. No submerged torpedo tubes are to be placed, as in a submarine. This is a radical departure from modern practice, dictated by the failure of the torpedo to perform properly when discharged from an under-water tube during the war.

The British already possess ten first-class battleships. When these new ships are complete the total will be fourteen. At present there is not a first-class battleship in the United States navy. Japan is the only other nation to have such ships in commission. However, she is supposed to have further vessels under construction and is to lay down still further vessels as soon as the vessels now building are launched that the slips be available for new construction.

The cost of building the ships provided in the new estimates will be around $2,00,000,000, and this sum is in addition to the expenses of maintaining the largest navy in the world. The United States is not expected to spend more than twice this for both construction and upkeep. In this the British appreciation of sea power is quite apparent.

Long-Range Valor.

"You're a liar!" draled the little man.

"What!" roared the big man, clenching a huge fist. "Do you dare call me that, you poor puny puppy?"

"I do!" came back the defiant reply. "If you speak another word, you lump of pork, I'll soon cut you short!"

"Cut me short, you cheese mite!" shouted the enraged giant.

"Yes, and here goes!" snapped the poor, puny puppy, sharply, and before the burly one could utter a word he hung up the telephone receiver.

The peach came from Persia.

Korfanty Issues Peace Proclamation

A despatch from London says:—Information received in official circles regarding Upper Silesia states that the Polish Consul-General at Beuthen has informed the Inter-Allied-Plebiscite Commission that Adelbert Korfanty has issued a proclamation to the people of Upper Silesia to surrender their arms, resume work and avoid military contact with the Germans. He declares also that 10,000 men have been demobilized.

Weekly Market Report

Toronto.

Manitoba wheat—No. 1 Northern, $1.85½; No. 2 Northern, $1.83½; No. 3 Northern, $1.78½; No. 4, $1.66¾.

Manitoba oats—No. 2 CW, 45⅛c; No. 3 CW, 41⅝c; extra No. 1 feed, 41⅝c; No. 1 feed, 39⅝c; No. 2 feed, 37⅝c.

Manitoba barley—No. 3 CW, 77¾c; No. 4 CW, 72⅞c; rejected, 61¾c; feed, 60¾c.

All the above in store at Fort William.

American corn—No. 2 yellow, 73c, nominal, c.i.f., Bay ports.

Ontario oats—No. 2 white, 42 to 44c.

Ontario wheat—No. 2 Winter, $1.50 to $1.60, per car lot; No. 2 Spring, $1.40 to $1.45; No. 2 Goose wheat, nominal, shipping points, according to freight.

Peas—No. 2, $1.30 to $1.35.

Barley—Malting, 65 to 70c, according to freights outside.

Buckwheat—No. 3, nominal.

Rye—No. 2, $1.30 to $1.35, according to freights outside.

Manitoba flour—First pat., $10.50; second pat., $10; bulk seaboard.

Ontario flour—$7; bulk seaboard.

Millfeed — Delivered Montreal freight, bags included: Bran, per ton, $25 to $29; shorts, per ton, $26 to $31; good feed flour, $2.10 to $2.40 per bag.

All of the above in store at Fort William.

Hay—No. 1, per ton, $21 to $23.

Straw—Car lots, per ton, $12.

Cheese—New, large, 19 to 20c; twins, 19½ to 20½; triplets, 20 to 21c; old, large, 33 to 34c; do, twins, 33½ to 34½c; triplets, 34½ to 35c; New Stilton, 22 to 23c.

Butter—Fresh dairy, choice, 24 to 25c; creamery, prints, fresh, No. 1, 29 to 30c; cooking, 18c.

Margarine—25 to 26c.

Eggs—New laid, 29 to 30c; new laid, in cartons, 33 to 34c.

Beans—Can. hand-picked, bus., $2.90 to $3; primes, $2.40 to $2.50; Limas, Madagascar, 7 to 8c; California Limas, 10 to 12c.

Maple products—Syrup, per imp. gal., $2.50; per 5 imp. gals, $2.35. Maple sugar, lbs., 19 to 22c.

Honey—60-30-lb. tins, 19 to 20c per lb.; 5-2½-lb. tins, 21 to 22c per lb.; Ontario comb honey, at $7 per 15-section case.

Smoked meats—Hams, med., 37 to 39c; heavy, 31 to 32c; cooked, 50 to 55c; rolls, 29 to 30c; cottage rolls, 30 to 31c; breakfast bacon, 38 to 42c; special brand breakfast bacon, 46 to 48c; backs, plain, bone in, 43 to 44c; boneless, 46 to 50c.

Cured meats—Long clear bacon, 18 to 19c; clear bellies, 16 to 17c.

Lard—Pure, tierces, 13 to 13½c; tubs, 13½ to 14c; pails, 13¾ to 14¼c; prints, 15 to 15½c. Shortening tierces, 11½ to 12c; tubs, 12 to 12½c; pails, 12½ to 13c; prints, 14 to 14½c.

Choice heavy steers, $9 to $10.50; good heavy steers, $8 to $9; butchers' cattle, choice, $9 to $10; do, com., $6 to $7; do, med., $7 to $8; butchers' cows, choice, $7.50 to $8.50; do, good, $6.50 to $7.50; do, com., $4 to $5; butcher bulls, good, $6 to $7.50; do, com., $4 to $5; feeders, best, $8 to $9.25; do, 900 lbs., $7 to $8; do, 800 lbs, $5.75 to $6.75; do, com., $5 to $6 canners and cutters, $2 to $4.50; milkers, good to choice, $75 to $100; do, com. and med., $50 to $60; choice springers, $85 to $110; lambs, yearlings, $10 to $11; do, spring, $13 to $14; do, new crop, each, $10 to $15; calves, good to choice, $11 to $12; sheep, $6 to $9; hogs, fed and watered, $10; do, weighed off cars, $10.25; do, f.o.b., $9.25; do, country points, $9.

Montreal.

Oats—Can. West., No. 2, 59 to 60c; do, No. 3, 54 to 55c. Flour—Man., $10.50. Rolled oats, bag, 90 lbs., $3. Bran, $29.25. Shorts, $31.25. Hay, No. 2, per ton, car lots, $22 to $23.

Cheese, finest easterns, 15 1-16c. Butter, choicest creamery, 26¾ to 27c. Eggs, selected, 34c. Potatoes, per bag, car lots, 65 to 70c.

Veal calves, $7; choice milk-fed calves, $8.75. Spring lambs, $6 to $8.

REGLAR FELLERS—By Gene Byrnes