

WESTERN ONTARIO BORE BRUNT OF DISASTROUS WIND STORM

60-Mile Gale Causes Great Havoc—Buildings in Many Cities Blown Down, Trees Uprooted, Car Lines Tied Up For Hours.

Toronto, Dec. 1.—Toronto was swept by a windstorm, the fury of which has seldom been equalled here, at a little past eight o'clock on Saturday night.

It was heralded by the failure of the electric lights. Just short of 8 o'clock in the residential districts the street cars came to a stop. Within a few minutes the street lights faded out. They came on again shortly, and hardly had they begun to glow when the storm came in all its fury.

The wind snapped trees like matches, blowing dead on from the south, and blew the rain before it in sheets. It tore the roofs off houses and factories; it left line upon line of fallen fences; telegraph and telephone wires, caught by the falling trees, came down in the direst confusion. In homes near the lake the inhabitants felt their abodes rock like a ship upon a stormy sea. Away out on the lake the water leaped in mountains, and the well-sheltered bay was too rough for navigation. Above all, in the dark clouds a mysterious blue-green sheet of light came and went, fast and yet too slow for lightning, and added to the terrors of a fearful night.

One death resulted from the storm, George Dowson being killed on Ontario street by a falling tree.

At half-past 8 the machine for ascertaining the velocity of the wind at the storm signal station showed the gale raging at the rate of 78 miles an hour. This is a record for Toronto. Later in the evening the wind veered round to the west, and in the opinion of some the change of direction saved Toronto from a still worse storm.

Although, according to the Meteorological Office, the wind storm on Saturday night was not the worst Toronto has experienced, it reached a velocity of 60 miles an hour here. In Buffalo, with which the Meteorological Office was unable to establish communication until 10 o'clock last night, the wind reached a velocity of 80 miles an hour. In Toledo it was 68 miles an hour, and in Windsor 56 miles an hour. It is believed that in other points nearer the centre of the storm the velocity was greater than in any of the towns mentioned, but owing to the incomplete-

ness of its reports the Meteorological Office could not make any definite statement in this connection to-night.

The disturbance was first noted in the Lower Mississippi Valley on Friday night, and was caused by the existence of an area of low pressure there. It was not until late Friday night that it showed signs of gathering strength, but its development was rapid, and on Saturday it commenced to move in a north-easterly direction, gathering strength on the way. It crossed over Lake Michigan and Georgian Bay, with the centre of the storm passing in the vicinity of the Soo.

London, Ont., Nov. 30.—Cyclonic gales of a velocity estimated at 60 miles an hour swept London and district for three hours last night, wrecking, unroofing or sweeping chimneys from buildings, uprooting trees, smashing windows and causing damage that will run high in the thousands of dollars. To-night it is still almost impossible to communicate with outside places by either telephone or telegraph, but reports, particularly from the territory south of London, are that damage is everywhere quite heavy.

Detroit, Nov. 30.—As far as can be learned at this point and at Port Huron, at the south end of Lake Huron, no boats were lost during the storm. The White Star Line steamer Wauketa, from this port, believed lost last night with 256 passengers, sought shelter from the storm and reached Port Huron this morning. The steamer W. E. White reached here to-night from Buffalo and reported no shipping in difficulty. Reports from Lake Huron points are meagre because of demoralized conditions.

Sault Ste. Marie, Ont., Nov. 30.—Though a wild storm has been raging over Lake Superior since yesterday no reports had been received of any accident on the lake up to 6 o'clock, neither the Canadian Ship Canal nor the American Ship Canal having heard of any damage. The only vessel which has passed through here to-day was the steamer Utley, which was down-bound, and had a rough passage over Lake Superior. The wireless station here has no reports of any trouble.

LEADING MARKETS

Breadstuffs.

Toronto, Dec. 2.—Manitoba wheat—No. 1 Northern, \$2.30; No. 2 Northern, \$2.27; No. 3 Northern, \$2.23, in store Fort William.

Manitoba oats—No. 2 CW, 89½¢; No. 3 CW, 86½¢; No. 1 feed, 83½¢; No. 2 feed, 81½¢, in store Fort William.

Man. barley—No. 3 CW, \$1.53½; rejected, \$1.35½; feed, \$1.35½, in store, Fort William.

American corn—No. 2 yellow, \$1.70; No. 3 yellow, \$1.69, track, Toronto, prompt shipments.

Ontario oats—No. 3 white, 88 to 90c, according to freights outside.

Ontario wheat—No. 1 Winter, per car lot, \$2 to \$2.06; No. 2 do, \$1.97 to \$2.08; No. 3 do, \$1.93 to \$1.99, f.o.b. shipping points, according to freights.

Ontario wheat—No. 1 spring, \$2.02 to \$2.08; No. 2 Spring, \$1.99 to \$2.08; No. 3 Spring, \$1.95 to \$2.01, f.o.b. shipping points, according to freights.

Peas—No. 2, \$2.60.

Barley—Malting, \$1.50 to \$1.53, according to freights outside.

Buckwheat—\$1.30 to \$1.32, according to freight outside.

Rye—No. 3, \$1.37 to \$1.40, according to freights outside.

Manitoba flour—Government standard, \$11, Toronto.

Ontario flour—Government standard, \$9.50 to \$9.60, Montreal and Toronto, in jute bags. Prompt shipment.

Millfeed—Car lots, delivered Montreal freights, bags included: Bran, per ton, \$45; shorts, per ton, \$52; good feed flour, \$3.15 to \$3.50.

Hay—No. 1, per ton, \$26; mixed, per ton, \$21 to \$23, track, Toronto.

Straw—Car lots, per ton, \$11.50 to \$12.50, track, Toronto.

Country Produce—Wholesale.

Eggs—New laid, cases returnable, 80 to 85c; held, 55 to 56c. Butter—Creamery solids, 61 to 63c; do, prints, 62 to 64c. Honey—White, per lb. 20 to 21c. Live poultry—hens, 4 to 5 lbs., 18 to 25c; hens, under 4 lbs., 15 to 20c; hens, over 5 lbs., 23 to 26c; spring chickens, 19 to 28c; roosters, 15 to 20c; ducklings, 22 to 28c; turkeys, 30 to 38c. Eggs—No. 1, 60 to 61c; selects, 63 to 64c; new laid, 85 to 90c. Butter—Creamery prints, 65 to 67c; choice dairy prints, 57 to 59c; ordinary dairy prints, 50 to 53c; bakers', 45 to 50c. Oleomargarine (best gr.), 33 to 37c. Cheese—New, large, 31½ to 32c. Maple syrup—Per 5-gal tin, \$3 per gal.; do, one-gal. tin, \$3.15.

Provisions—Wholesale.

Smoked meats—Rolls, 80 to 31c; hams, med., 37 to 38c; heavy, 33 to 34c; cooked hams, 49 to 51c; back, plain, 47 to 48c; backs, boneless, 49 to 52c; breakfast bacon, 42 to 46c; cottage rolls, 33 to 34c.

Barrelled Meats—Pickled pork, \$46; mess pork, \$45.

Green Meats—Out of pickle, 1c less than smoked.

Dry Salted Meats—Long clears, in tons, 32½c; in cases, 28 to 29c; clear bellies, 27 to 28c; fat backs, 32 to 33c.

Lard—Tierces, 29 to 29½c; tubs, 29½ to 30c; pails, 29c to 30¼c; prints, 30½ to 31c. Compound lard, tierces, 28½ to 29c; tubs, 29 to 29½c; prints, 30 to 30½c.

Montreal Markets.

Montreal, Dec. 2.—Oats, extra No. 1 feed, 98½c. Flour, new standard grade, \$11 to \$11.10. Rolled oats, bags, 90 lbs., \$4.50 to \$4.55. Bran, \$4.50. Shorts, \$5.2. Hay, No. 2, per ton, car lots, \$24 to \$25. Cheese, finest easterns, 27c. Butter, choicest creamery, 68 to 68½c. Eggs, fresh, 90c; selected, 65c; No. 1 stock, 58c; No. 2 stock, 55c. Potatoes, per bag, car lots, \$2.05 to \$2.35. Dressed hogs, abattoir killed, \$25. Lard, pure, wood pails, 20 lbs. net, 31c.

Live Stock Markets.

Toronto, December 2.—Choice heavy steers, \$13.25 to \$13.50; good heavy steers, \$12.50 to \$13; butchers' cattle, choice, \$11.50 to \$12; do, good, \$10.50 to \$11; do, med., \$8.75 to \$9.25; do, com., \$6 to \$6.50; bulls, choice, \$10 to \$10.50; do, med., \$8.75 to \$9; do, rough, \$7 to \$7.25; butcher cows, choice, \$10 to \$10.50; do, good, \$9 to \$9.25; do, med., \$8 to \$8.25; do, com., \$6.25 to \$6.75; stockers, \$7.50 to \$10; feeders, \$10 to \$11.50; canners and cutters, \$5.10 to \$6.25; milkers, good to choice,

CANADIAN GOVERNMENT MERCHANT MARINE FLEET OF 23 SHIPS

Completed Before End of 1919 Unless Severe Weather Hinders Construction of Many Large Steel Vessels Now Under Way in Dominion Ship Yards.

A despatch from Ottawa says:—Unless severe weather upsets the present expectations, the Canadian Government Merchant Marine Fleet will number twenty-three vessels before the end of the present year, according to Mr. Alex. Johnson, Deputy Minister of Marine. It is hoped that sufficient vessels to bring the total to the above number will have been delivered before the end of next month.

The Canadian Navigator, a steel vessel of 4,350 tons, built by the Canadian Vickers yards at Montreal, has been completed, made her trial trip and handed over to the Government.

The Canadian Spinner, an 8,350-ton steel ship, will have her trial trip and be delivered before the end of next week, it is expected. She will, after being handed over, leave Montreal either for Halifax or St. John, to load for South American ports.

An instance of rapid shipbuilding work has been accomplished by the Vickers works in the case of the Cana-

dian Planter. This ship, which is of 8,350 tons displacement, was launched on the afternoon of November 22, the boilers were installed on November 23, the engines installed on November 24, and, it is expected, unless severe weather upsets plans, to turn the vessel over to the Government before navigation closes.

The Canadian Settler, which is being built at the Tidewater Yards, at Three Rivers, Que., will, it is expected, be handed over on Saturday morning next, while the Canadian Rancher, also from the same yards, will be delivered before the close of navigation. Another vessel on which delivery is expected before the close of navigation is the Canadian Traveller, being built at the Levis yards. The Canadian Railer, under construction at the Wallace Shipyards, Vancouver, is expected to be complete and handed over before the end of the year, making the twenty-third vessel of the Canadian Government Merchant Fleet in commission.

L. H. CLARKE NEW
LIEUT.-GOVERNOR
Chairman of Toronto Harbor Commission Succeeds Sir J. Hendrie.

A despatch from Ottawa says:—Mr. Lionel H. Clarke, Chairman of the Toronto Harbor Commission, has been appointed Lieutenant-Governor of Ontario in place of Sir John Hendrie, whose term of office has expired. He will take over the duties as soon as he is sworn in by the Governor-General.

Lionel H. Clarke, Ontario's Lieutenant-Governor-to-be, is well known in the business world, but to the public generally he has not heretofore been in the limelight. He was born in Guelph and educated at Trinity College at Port Hope, being an Anglican in religion.

About thirty years ago Mr. Clarke came to Toronto, and he has been active in the grain business. He is President of the Canadian Malting Co. Ltd., and up until the Dominion Government appointed the Wheat Board, Mr. Clarke was a member of the Board of Grain Supervisors.

Mr. Clarke in recent years has given considerable of his time to municipal affairs, although he never sought the suffrage of the people in any civic office. For one year he was President of the Toronto Board of Trade. He was also for a time the city's representative on the York County Good Roads' Commission. He was also a member of the Canadian Niagara Falls Park Commission.

When the Toronto Harbor Commission was organized seven years ago, Mr. Clarke was appointed Chairman, which position he has occupied up to this present time. Under his administration millions of dollars have been spent in carrying out the harbor improvements, which will give a waterfront unexcelled on the Great Lakes.

Have New Home For Next Session

A despatch from Ottawa says:—Work will be rushed on the new Parliament buildings so as to have them ready for occupation by February 1 in case it should be decided to have the next session begin then. Temporary fittings and desks will be placed in the building to accommodate the members and Senators and the Commons staff.

The building, which is being constructed on the cost plus system, will cost eight million dollars, instead of \$5,100,000 originally estimated, mainly on account of the great increase in wages and the cost of materials used.

While Parliament sits workmen will proceed with the construction of the east wing. It will be years before the ornamentation is completed. Half a million dollars will be spent for furniture.

Princess Mary Makes Debut In Speech at Public Function

A despatch from London says:—Princess Mary made her debut as a speaker at a public function on Thursday night, the occasion being a farewell rally of the Women's Land Army, which is being disbanded. The ceremony was a picturesque one in the old Draper's Hall. After making an effective speech, Princess Mary presented "distinguished service bars" to some fifty women for their war work. The women and girls present were their war uniforms and later were entertained at a supper and concert. They gave the Princess a hearty welcome.

MINERS MUST RESUME WORK

Persons Violating Injunction Cited For Contempt.

Indianapolis, Nov. 30.—Coal must be mined and every miner, operator or any other person who has acquired knowledge of the temporary injunction and who thereafter violates its terms, will be cited for contempt today, declared Dan W. Simms, special Assistant United States District Attorney.

Mr. Simms issued a statement of warning to all. It has been indicated here that if the miners do not return to work after the posting of notices by the operators that the mines will be operated in compliance with the decision of the Government, many men will be brought before Judge A. B. Anderson in Federal Court here next week to face a charge of contempt.

Mr. Simms said that every officer and miner connected with the United Mine Workers of America has full knowledge of the terms and provisions of the temporary injunction, and that every local has received a copy of the withdrawal order cancelling the strike.

"Coal will be produced, and every miner, operator, or any other person who has acquired knowledge of the temporary injunction and who thereafter violates its terms will be cited for contempt," the statement says. "In addition to this," it continues, "all persons, whether miners or operators, whose acts of conduct bring them

within the inhibitory terms of the Lever Act will be prosecuted."

The Government also is having difficulty with the mine operators, it is understood, and prosecutions of the operators are in prospect unless they comply fully with the Government's orders, it was indicated.

Big Radio Depot For Vancouver, B.C.

New York, Nov. 30.—The Marconi Wireless Telegraph Company of Canada will build in the vicinity of Vancouver, B.C., a powerful radio depot. The station, which will cost \$2,000,000, will handle commercial business between Canada and the Orient. A station of like power and cost will, of course, be built in Japan.

Negotiations are being carried on with the Governments of Canada and Japan for licenses to construct and operate the two stations necessary to establish direct communication across the Pacific.

Largest of Shells Driven Through Thickest of Plate

A despatch from London says:—Sir Robert Hadfield announces that the largest calibre of armor-piercing shell has been driven in recent British tests through the thickest of modern armor plate. This feat in gunnery, he says, will render the British big guns, weighing something like 180 tons, unsurpassed in naval engagements in the future.

PRINCE OF WALES' FAREWELL MESSAGE TO HIS FELLOW-CANADIANS

A despatch from Ottawa says:—"I can never forget it, nor can I express the whole of my deep gratitude for the open-hearted welcome which my Canadian comrades in arms and all my Canadian fellow-countrymen and women have given me."

The message follows:—H.M.S. Renown, Barrington Passage. "The Renown is weighing anchor, and I feel that my first visit to Canada is really at an end. I can never forget it, nor can I express the whole of my deep gratitude for the open-hearted

welcome which my Canadian comrades in arms and all my Canadian fellow-countrymen and women have given me.

"Will you please convey this message of thanks, most inadequate though it be, to Sir Robert Borden and the whole Dominion Government, whose care and hospitality throughout my visit have been so generous and so kind. The last four months will influence the whole of my life and I shall never be happy if many months elapse without a visit to my home on this side of the Atlantic.

"My best wishes to all the people of Canada till we meet again.

(Signed) "Edward P."



The only kind of working man in just now.