

ENGLAND TO BE LINKED WITH INDIA AND WITH CANADA BY AIRSHIP SERVICE

A despatch from London says:— "Britain to Canada by airship in less than 30 hours."

This idea was held out, although somewhat nebulously perhaps, at Friday afternoon's sitting of the Economic Conference.

Sir Samuel Hoare, British Minister of Air Services, had been outlining to the Conference the proposed Burney airship service between London and Cairo and on to India.

Then Col. Amery, First Lord of the Admiralty, drew a picture of the giant airships of the future. He thought the airship had reached the stage when its success was assured. By taking the extreme northern circle track it could shorten the actual distance to Canada. Airships could be turned out almost with the rapidity of automobiles. Germans, he observed, had during the war constructed Zeppelins in ten weeks.

Col. Amery's remarks were made during a somewhat desultory discussion, in which Hon. George P. Graham observed that Canada at present was not much interested in the lighter-than-air craft, especially as under the proposed Cairo service Canada would not be affected.

The South African delegates pointed out that they were more interested in aeroplane development, particularly in view of the extent to which the aeroplane is being used for patrol work in their country. The discussion had two developments: First, the appointment of a committee of the Conference to consider the details of the Burney scheme, and, second, the general agreement that it was desirable to create some machinery whereby the experience of Great Britain and the Dominions in air transportation could

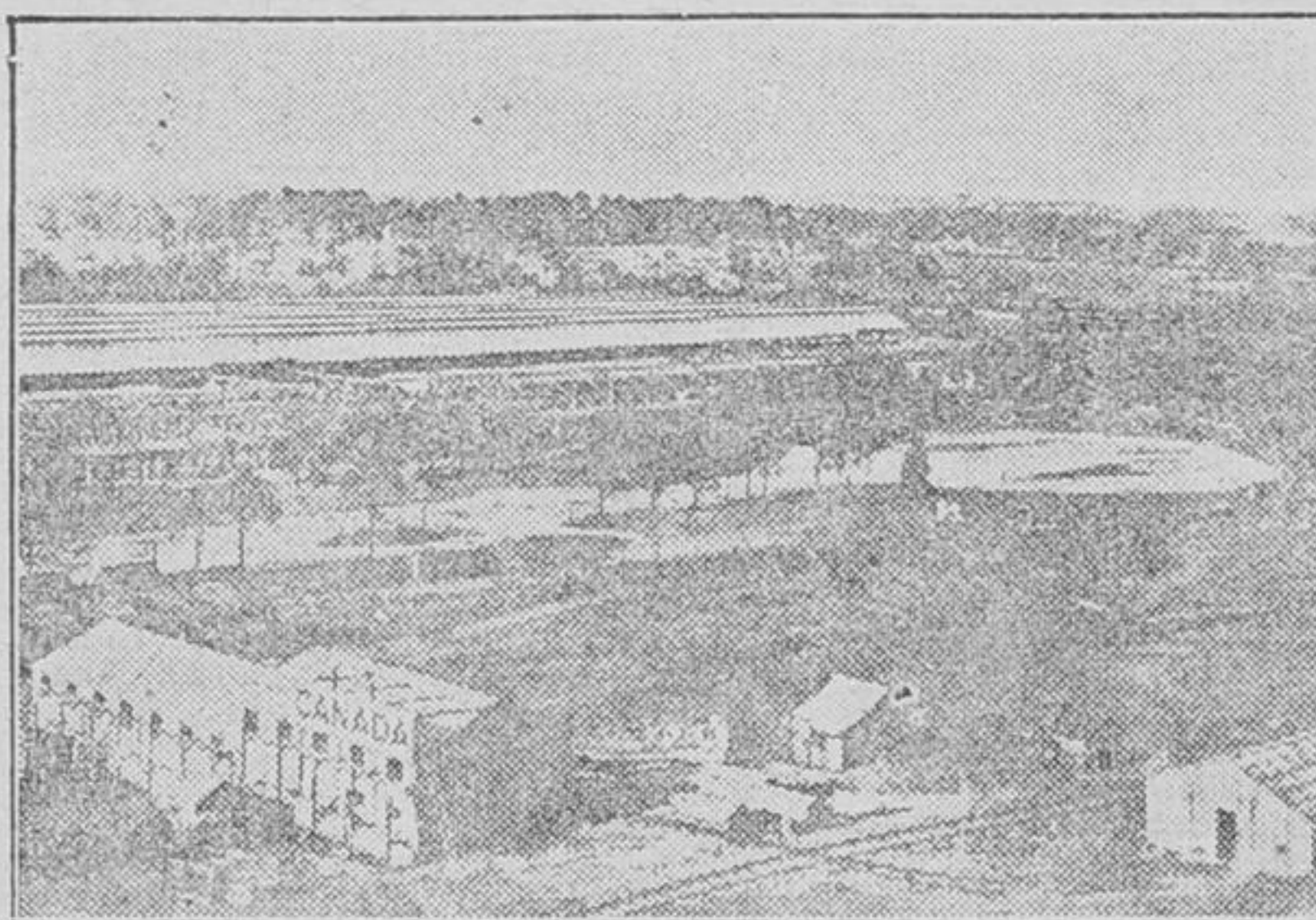
be pooled and made available to all parts of the Empire.

The steady progress in air transit was described by Sir Samuel Hoare, Minister of the Air, to the Imperial Economic Conference. He emphasized in particular the intention of the British Government to conclude a contract for an airship service to Egypt and India, under the scheme drawn up by Commander Burney, and he informed the Dominion representatives that their co-operation would be welcomed if they desired to offer it.

Airship development, Sir Samuel explained, had been suspended by the British Government since August, 1921, and it had now only a few military airships left over from the war, stored in their hangars. But it realized that the time had come to take up airship work on commercial lines.

Commander Burney, in his scheme, will proceed by three stages. First, he will produce an airship able to reach India in 100 flying hours, and will experiment with that between England and Egypt. Secondly, he will establish a weekly service to India, and, thirdly, he will make the service bi-weekly, and keep six ships of 5,000,000 cubic feet actually in commission. Even if a service is established only as far as Egypt, it will mean a considerable saving in time in the carriage of mails and passengers between London and Australia. London to Cairo would be negotiated, it is reckoned, in two instead of from three and a half to six days, and when the service is extended to India the present 14½ days would be cut down to five.

As for Australia, London to Perth now takes 28 days, and by airship it should need only 11 days.



WHERE CANADA'S BUILDING WILL STAND AT THE BRITISH EMPIRE EXHIBITION

Canada's beautiful building is now in process of erection at Wembley, England, in preparation for the Empire Exhibition next year. The picture shows the site marked by a huge sign "Canada."

LAKES CONFERENCE STANDS BEHIND THE ST. LAWRENCE WATERWAYS PROJECT

A despatch from Milwaukee says:— Canadian delegates are taking a prominent part in the work of the Great Lakes Harbor Conference, which opened here Thursday afternoon. Joseph Gibbons and D. M. Goudy of Toronto, and William H. Duncan of Midland, Ont., were appointed on the Nominations Committee, and Mayor Alfred Maguire and Wm. A. Summerville of Toronto on the Resolutions Committee. Mayor Maguire addressed the banquet Thursday night, and J. H. Duthie of Toronto, Secretary of the National Waterways Association, spoke Friday afternoon.

Other Canadian delegates present are: Thomas McQueen, Controller W. W. Hiltz, Toronto, and D. I. White, Jr., Midland, Ont. Twenty-two Wisconsin and Great Lakes cities are represented among the 100 delegates present.

The conference is called by the Great Lakes Harbor Association, which was permanently organized at the meeting.

The purposes of the conference are: Preservation of lake levels and protection of harbors and channels; promotion of harbor development and port efficiency.

Co-operation between harbor cities for the stimulation of Great Lakes commerce to the highest stage of service.

Co-ordination of water and rail lines to effect quick and efficient transport of freight to and from lake ports, giving economic and efficient service to the entire nation.

It is also proposed to unite American and Canadian cities on the Great Lakes in a movement to back the St. Lawrence River Deep Waterways project. Resolutions endorsing this waterway and condemning the diversion of water from Lake Michigan through the Chicago Drainage Canal will be adopted. Canada's co-operation in the encouragement of water transportation on the Great Lakes was assured by Mayor Maguire of Toronto in his address on Thursday.

BANKS MAY PAY OFF DOMINION 1923 BONDS

Conversion Into Cash is Arranged for by Rt. Hon. W. S. Fielding.

A despatch from Ottawa says:— Holders of 1923 bonds who have not yet exercised their option of conversion into the 1928 or 1943 refunding issue may have their bonds paid off in cash through any branch of any chartered bank in Canada, it was announced on Friday by Rt. Hon. W. S. Fielding, Minister of Finance.

The bonds call for payment of the principal at the Department of Finance, Ottawa, and at the offices of the Assistant Receivers-General at Charlottetown, Halifax, St. John, Montreal, Toronto, Winnipeg, Regina, Calgary and Victoria. In addition, for the greater convenience of the holders, the Minister has now made special arrangements with the chartered banks for the payment of the bonds without charge.

It is urged by the Minister that it will facilitate settlement promptly at date of maturity if, when dealing through a bank, the holders will deliver their bonds for examination and listing as early as possible before November 1. Corresponding, if bonds are presented to a bank on or after November 1, holders must be prepared to await payment for a few days.

The banks have received instructions as to the form of endorsement required from holders of registered bonds. In the case of these, as well as bearer securities, payment is made only on the surrender of the bonds



Capt. Robert Foote

A pioneer lake captain, whose death occurred last week. He has sailed the Great Lakes for sixty-five years, and was in command of the steamer Noronic until 1918.

themselves. Interest ceases at maturity date, and if the bonds are retained thereafter claims for further interest cannot be entertained.

A wink occupies about one-sixth of a second.

The Week's Markets

TORONTO.

Man. wheat—No. 1 Northern, \$1.07.
Man. oats—No. 2 CW, 51½c; No. 3 CW, 47½c; No. 1 feed, 45½c.
Manitoba barley—Nominal.
All the above, track, bay ports.
Am. corn—Track, Toronto, No. 2 yellow, \$1.26.

Ontario barley—60 to 62c.
Buckwheat—No. 2, nominal.
Ont. rye—No. 2, 70 to 72c.
Peas—No. 2, nominal.

Millfeed—Del., Montreal freights, bags included: Bran, per ton, \$28.25; shorts, per ton, \$31.25; middlings, \$38.25; good feed flour, \$2.10.

Ontario wheat—No. 2 white, 95c to \$1, outside.

Ontario No. 2 white oats—40 to 44c.
Ontario corn—Nominal.

Ontario flour—Ninety per cent. pat., in jute bags, Montreal, prompt shipment, \$4.70; Toronto basis, \$4.60; bulk, seaboard, \$4.50.

Manitoba flour—1st pats., in jute sacks, \$6.50 per bbl.; 2nd pats., \$6.

Hay—Extra No. 2 timothy, per ton, track, Toronto, \$15; No. 2, \$14.50; No. 3, \$13.50; mixed, \$12.

Straw—Car lots, per ton, \$9.
Cheese—New, large, 25 to 27c; twins, 26 to 26½c; triplets, 27 to 27½c; Stilltons, 27 to 28c. Old, large, 32c; twins, 33 to 33½c.

Butter—Finest creamery prints, 40 to 42c; ordinary creamery, 37 to 38c; No. 2, 36 to 37c.

Eggs—Extras in cartons, 44 to 45c; extras, 42 to 43c; firsts, 38 to 39c; seconds, 31 to 32c.

Live poultry—Spring chickens, 4 lbs. and over, 25c; chickens, 3 to 4 lbs., 22c; hens, over 5 lbs., 24c; do, 4 to 5 lbs., 22c; do, 3 to 4 lbs., 17c; roosters, 15c; ducklings, over 5 lbs., 22c; do, 4 to 5 lbs., 20c; turkeys, young, 10 lbs. and up, 25c.

Dressed poultry—Spring chickens, 4 lbs. and over, 33c; chickens, 3 to 4 lbs., 30c; hens, over 5 lbs., 30c; do, 4 to 5 lbs., 28c; do, 3 to 4 lbs., 20c; roosters, 18c; ducklings, over 5 lbs., 28c; do, 4 to 5 lbs., 25c; turkeys, young, 10 lbs. and up, 30c.

Beans—Canadian, hand-picked, lb., 7c; primes, 6½c.

Maple products—Syrup, per Imp. gal., \$2.50; per 5-gal. tin, \$2.40 per gal.; maple sugar, lb., 25c.

Honey—60-lb. tins, 11 to 12c per lb.; 10-lb. tins, 11 to 12c; 5-lb. tins, 12 to 13c; 2½-lb. tins, 13 to 14c; comb honey, per doz., \$3.75 to \$4; No. 2, \$3.25 to \$3.50.

Smoked meats—Hams, med., 27 to 29c; cooked hams, 40 to 42c; smoked rolls, 22 to 24c; cottage rolls, 23 to 27c; breakfast bacon, 30 to 34c; special brand breakfast bacon, 34 to 38c; backs, boneless, 31 to 38c.

Cured meats—Long clear bacon, 50 to 70 lbs., \$18; 70 to 90 lbs., \$17.50; 90 lbs. and up, \$16.50; lightweight rolls, in bbls., \$36; heavyweight rolls, \$33.

Heavy steers, choice, \$7.25 to \$7.50; butcher steers, choice, \$6.25 to \$6.75; do, good, \$5.50 to \$6.25; do, med., \$4.50 to \$5.50; do, com., \$3 to \$4; butcher heifers, choice, \$6.25 to \$6.75; do, med., \$4.50 to \$5.25; do, com., \$3 to \$4; butcher cows, choice, \$4.25 to \$5; do, med., \$3 to \$4; canners and cutters, \$1.50 to \$2.50; butcher bulls, good, \$4 to \$5; do, com., \$2.50 to \$3.50; feeding steers, good, \$5 to \$6; do, fair, \$4.50 to \$5; stockers, good, \$4.50 to \$5; do, fair, \$3.50 to \$4; milkers and springers, \$80 to \$120; calves, choice, \$10 to \$11; do, med., \$8 to \$9; do, common, \$4 to \$5; do, grassers, \$3.50 to \$4.50; lambs, ch'c, \$11.25 to \$11.50; do, bucks, \$9.75 to \$10; do, com., \$8 to \$8.50; sheep, light ewes, good, \$6.50 to \$7.25; do, fat, heavy, \$4 to \$5; do, culls, \$2 to \$2.50; hogs, thick, smooth, F.W., \$8.35; do, f.o.b., \$7.75; do, country points, \$7.50; do, selects, \$9.25.

MONTREAL.

Oats—Can. West. No. 2, 58½c to 59c; CW No. 3, 57 to 57½c; extra, No. 1 feed, 56 to 56½c; No. 2 local white, 55 to 55½c. Flour—Man spring wheat pats., 1sts, \$6.50; 2nds, \$6; choice, \$5.75 to \$5.85. Rolled oats, bag 90 lbs., \$3.05. Bran, \$28.25. Shorts, \$31.25. Middlings, \$38.25. Hay, No. 2, per ton, car lots, \$15 to \$16.

Cheese—Finest easterns, 21 to 21½c. Butter—Choicest creamery, 35½ to 36c. Eggs—Selected, 42c. Potatoes—Per bag, car lots, 95c to \$1.

Cows, \$1.50 to \$2.25; bulls, \$2.25 to \$2.50; canners, \$1; fairly good veals, \$9 to \$10; grassers, \$2.50 up; hogs, thick smooths and straight lots of ungraded, \$9; sows, \$6.75.

World's Total Wheat Yield This Year 3,422,072,000 Bus.

A despatch from Ottawa says:— According to a cablegram received from the International Institute of Agriculture, Rome, the first official estimate of the production of wheat in Argentina is 248,755,000 bushels, against 189,047,000 last year and 180,642,000 in 1921. The production of flax-seed in Argentina is 75,981,000 bushels, against 44,280,000 last year and 32,272,000 in 1921.

"These figures for wheat," states T. K. Doherty, Canadian Institute Commissioner, "coupled with the recent Canadian report and the latest revisions of the European crop raise the world's total production to 3,422,072,000 bushels, compared with 3,108,000,000 last year and 3,087,000,000 in 1921. Excepting for a few unimportant countries, the official total production of Europe is now known and indicates an increase of 219,000,000 bushels over last year's crop and 33,000,000 over that of 1921."

CANADA USES LARGE OUTPUT OF TEXTILES

Forty-Six Mills in Dominion—80 Per Cent. Produced in Quebec.

A despatch from Ottawa says:— Canada uses about \$102,000,000 worth of manufactured cotton textiles during a year, and of this nearly \$54,000,000 are manufactured within the Province of Quebec, which is credited with 80 per cent. of the entire Canadian production in 1921. This is one of the outstanding facts in a bulletin just issued by the Dominion Bureau of Statistics on the manufacture of cotton textiles in 1921.

The total Canadian production of these industries in that year was \$71,200,000 while the value of these manufactured and partly manufactured products brought in from other countries was \$32,288,000. In addition there was also imported \$13,953,000 of raw cotton, all but \$103,275 of which came from the United States.

In the industry there are 46 plants in all Canada, of which 21 are in Quebec, 20 in Ontario and the other five in the Maritime Provinces, four of them being credited to New Brunswick. In 1921 they employed 15,823 persons, paid \$12,142,000 in wages, used \$38,454,816 in materials and turned out \$71,200,176 of products.

The ascendancy of Quebec in this industry is found not in the number, but in the size of its mills. For example, those producing cotton yarns and cloth are by far the most important in the industry, their production for all Canada being valued at \$65,978,596 in 1921, of which \$50,095,832 is credited to Quebec and only \$10,610,662 to Ontario, although that Province has as many mills as has Quebec. The capital invested in these Quebec cotton yarns and cloth mills is put at \$43,827,000 out of a total of a little less than \$66,000,000 for all the provinces.

That the cotton textiles industry has to meet keen competition is evident from the fact that over \$28,000,000 of manufactured goods were imported in 1921, the partly manufactured amounting to nearly \$4,000,000. It is interesting to note that of these two classes of goods \$16,890,359 came from the United States, \$12,560,000 from Britain and \$2,837,567 from other countries. Add to this the nearly \$13,500,000 of raw cotton imported from the United States and the importance of that country in this industry is realized. Exports of cotton textile products in 1921 totalled \$1,051,905, of which \$389,851 went to the United States, \$154,344 to Britain and \$507,709 to other countries.

Plain Post Card Costs 3,500,000 Marks

A despatch from Ottawa says:— Nearly three and a half million marks in postage were necessary in sending a plain post card received by the Department of Trade and Commerce from Germany. Seventeen stamps were used, almost obliterating the address and the message.



To Honor Canadian Regiment

Lady Patricia Ramsay, known best to Canadians as Princess "Pat," the colonel-in-chief of Princess Patricia's Canadian Light Infantry, who is to place a memorial to her regiment in the Memorial Chapel of the Royal Military Chapel at Sandhurst. The Queen and Princess Mary have already erected memorials there to their regiments.

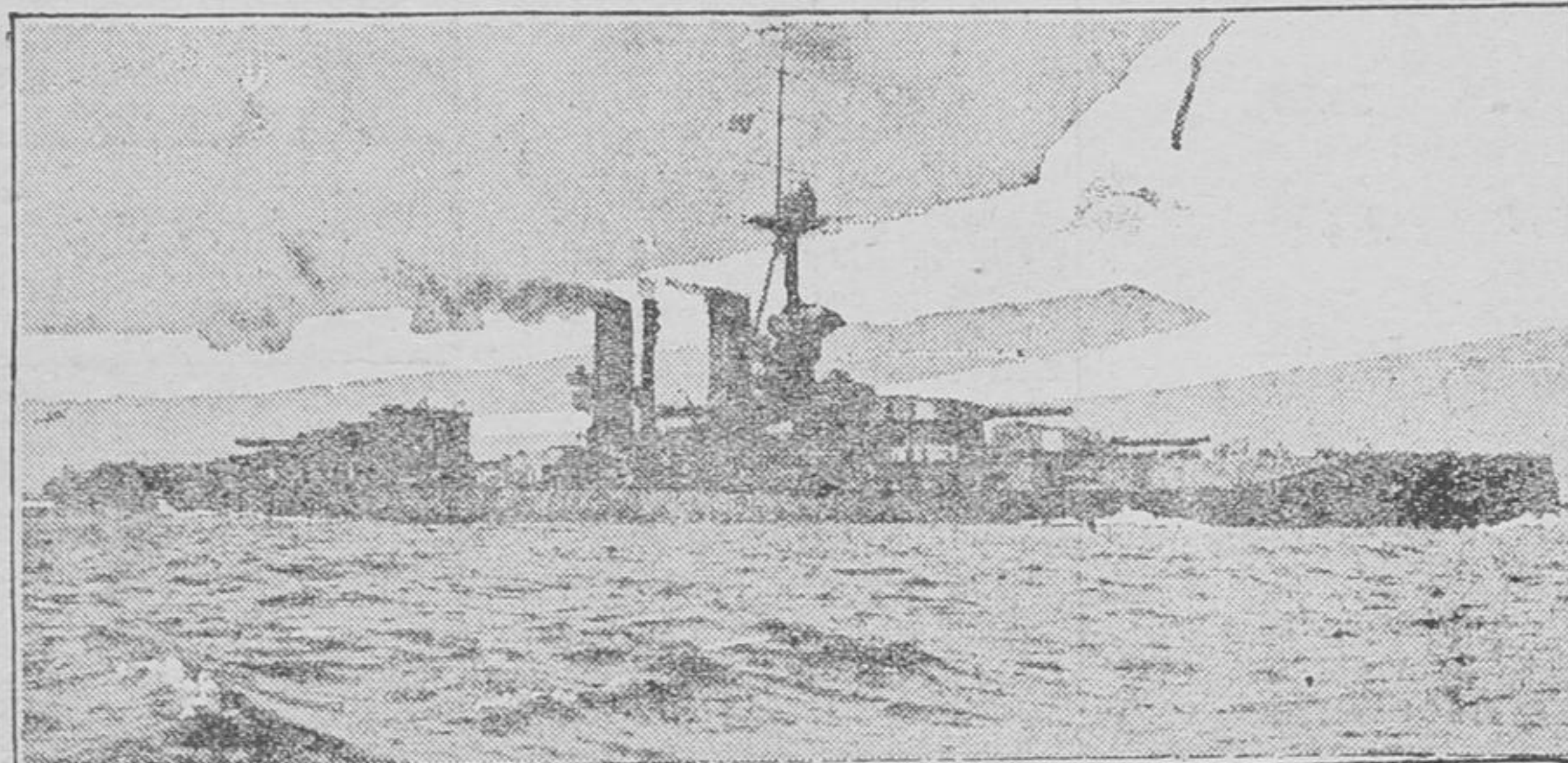
Nine Stories is Highest Building in Paris

A despatch from Paris says:— Construction of one of France's tallest skyscrapers—nine stories high—has started in the Rue Marconiers. Hitherto the highest buildings were eight stories and a special permit was needed to construct the additional storey, for fear of making a jagged and ugly skyline, and cutting off the light and air of the adjacent buildings.

A Long Route.

"And you give the giraffe only one lump of sugar?" asked the little boy at the Zoological Gardens.

"Oh, yes," replied the keeper. "One lump goes a long way with him."



BRITAIN'S STRIKING POWER IN THE MEDITERRANEAN

Britain is placing more and more of her naval power in the Mediterranean, and the announcement of the transfer of the famous Iron Duke from the North Sea to the Mediterranean is in line with the new naval policy. Admiral Sir Osmond Brock will have the Iron Duke as his flagship. Some of the greatest and best of British fighting ships will be under his command.