Markets of the World

Breadstuffs.

Toronto, April 1.—No. 1 Northern, $2.24½; No. 2 Northern, $2.21½; No. 3 Northern, $2.17½; No. 4 wheat, $2.11½, in store Fort William.

Manitoba oats—No. 2 C.W., 71⅝c; No. 3 C.W., 67⅝c; extra No. 1 feed, 67½c; No. 1 feed, 65⅝c; No. 2 feed, 62⅝c, in store Fort William.

Manitoba barley—No. 3 C.W., 99½c; No. 4 C.W., 94c; rejected 90c; feed, 89c, in store Fort William.

American corn—No. 3 yellow, $1.73; No. 4 yellow, $1.70; track Toronto, prompt shipment.

Ontario oats—No. 2 white, 64 to 69c; No. 3 white, 65 to 67c, according to freights outside.

Ontario wheat—No. 1 winter, per car lot, $2.14 to $2.22; No. 2, do., $2.11 to $2.19; No. 3 do, $2.07 to $2.15 f.o.b., shipping points, according to freights.

Ontario wheat—No. 1 spring, $2.09 to $2.17; No. 2, do, $2.06 to $2.14. No. 3, do, $2.02 to $2.10 f.o.b., shipping points according to freights.

Peas—No. 2, $1.80, according to freights outside.

Barley—Malting, 93 to 98c, nominal.

Buckwheat—No. 2, 90c, nominal.

Rye—No. 2, $1.59 to $1.62, nominal.

Manitoba flour—Government standard, $10.75 to $11.00, Toronto.

Ontario flour—Government standard, $9.55 to $9.75 in bags, Toronto and Montreal, prompt shipment in jute bags.

Millfeed—Car lots, delivered Montreal freights, bags included. Bran, $40.25 per ton; shorts, $42.25 per ton; good feed flour, $3.25 to $3.50 per bag.

Hay—No. 1, $20 to $21 per ton; mixed, $18 to $19 per ton, track, Toronto.

Straw—Car lots, $10 per ton.

Country Produce—Wholesale.

Butter—Dairy, tubs and rolls, 36 to 38c; prints, 40 to 41c. Creamery, fresh made solids, 50 to 51c; prints, 55 to 57c.

Eggs—New laid, 37 to 38c.

Dressed poultry—Chickens, 26 to 34c; roosters, 25c; fowl, 28 to 33c; ducklings, 32c; turkeys, 45c; squabs, doz., $5.00; geese, 25c.

Live poultry—Roosters, 22c; fowl, 28 to 33c; ducklings, lb., 35c; turkeys, 30c; chickens, 27c; geese, 18c.

Cheese—New, large, 28 to 28½c; twins, 28½ to 29c; triplets, 29 to 29½c; Stilton, 29½ to 30c; old, large, 29½ to 30c; twins, 30 to 30½c.

Potatoes—Ontarios, f.o.b. track Toronto, car lots, $1.10 to $1.15.

Beans—Canadian, hand-picked, bushel, $3.25 to $3.75; primes, $2.50 to $3; imported hand-picked, Burma or Indian, $3.25; Limas, 14c.

Honey—Extracted clover, 5 lb. tins 25 to 26c lb.; 10 lb. tins, 24½ to 25c; 60 lb. tins, 24 to 25c; buckwheat, 60 lb. tins, 19 to 20c. Comb: 16 oz., $4.50 to $5, doz.; 12 oz., $3.50 to $4.

Maple products—Syrup, per gal., $1.85 to $2.50; sugar, lb., 27 to 28c.

Provisions — Wholesale.

Smoked meats—Hams, medium, 36 to 38c; do, heavy, 30 to 32c; cooked, 49 to 51c; rolls, 31 to 32c; breakfast bacon, 41 to 45c; backs, plain, 44 to 45c; boneless, 50 to 52c.

Cured meats—Long clear bacon, 28 to 29c; clear bellies, 27 to 28c.

Lard—Pure, tierces, 28 to 28½c; tubs, 28½ to 29c; pails, 28¾ to 29¼; prints, 29 to 30c. Compound, tierces, 25½ to 25¾c; tubs, 25¾ to 26¼c; pails, 26 to 26½c; prints 27¼ to 27¾c.

Montreal Markets.

Montreal, April 1.—Oats, extra No. 1 feed, 81c; flour, new standard grade, $11.10 to $11.20; rolled oats, bag, 90 lbs., $3.90 to $4; bran, $40.25; shorts, $42.25; Mouillie, $64; hay No. 2, per ton, car lots, $24. Cheese, finest Easterns, 24 to 25c; butter, choicest creamery, 59 to 61c; eggs, selected, 36c; No. 1 stock, 35c; potatoes, per bag, car lots, $1.50; dressed hogs, abattoir killed, $27.00; lard, pure, wood pails, 20 lbs. net, 29 to 31½c.

Live Stock Markets.

Toronto, April 1.—Choice, heavy export steers, $14 to $15.50; do, good, $13 to $13.50; choice butcher steers, $13.25 to $13.50; butcher's cattle, choice, $13.25 to $13.75; do, good, $12.25 to $12.50; do, common, $10.25 to $10.75; bulls, choice, $10.75 to $11.75; do, medium bulls, $9 to $9.25; do, rough bulls, $7.75 to $8.25; butchers' cows, choice, $11 to $12; do, good, $10 to $10.75; do, medium, $9 to $9.25; do, common, $7.50 to $8; stockers, $8.75 to $11.50; feeders, $11 to $12.50; canners and cutters, $5.25 to $7; milkers, good to choice, $90 to $150; do, com. and med., $65 to $75; springers, $90 to $150; light ewes, $12 to $13; yearlings, $12 to $14; spring lambs, $15 to $19; calves, good to choice, $14 to $17; hogs, fed and watered, $19 to $19.25; do, off cars, $19.25 to $19.50; do, f.o.b., country points, $18.

Montreal, April 1.—Choice steers, $14.50 per 100 pounds; other grades, $9. Butchers' cattle, $6 to $11.50. Spring lambs, $15 and $16 apiece. Sheep, $12 to $13. Calves, choice, milk-fed, $12 to $15; poorer quality, as low as $6. Hogs, $19.50 per 100 pounds.

NEW AIRSHIP WILL FLOAT

Was One of the Surprises Being Prepared for the Germans.

An airship with engines and cabins inclosed in an outer envelope so that the craft can float on the sea, may be a competitor for the Atlantic flight. The Admiralty was engaged in building two such vessels before the war ended, and it was expected that they would be superior to Zeppelins for scouting for fleets.

The feature of this craft, which was one of the several surprises being prepared for the Germans, is the use of a non-inflammable gas. The late Professor Ramsay was the discoverer of the gas, which permits of the construction of engines so that they can be placed on an airship which can float in the water if disabled. Shots through the envelope, it is said, will only damage the gas compartment struck. The airship is not expected to be ready for trial before June.

CANALS COST $104,073,439 SINCE CONFEDERATION

A despatch from Ottawa says:—A return tabled in the Commons gives the total expense on the canals of the Dominion since Confederation at $104,073,439. The revenue during the period amounted to $17,080,139. The Welland canal has been the greatest revenue producer. The earnings credited to it being $5,212,308, while the Lachine canal holds second place with a total revenue since Confederation of $2,345,405. In recent years no revenue has been collected from canals because of the abolition of the tolls.

PEOPLE OF CANADA GIVE $6,842.80 TO PRINCESS

A despatch from Montreal says:—Lady Fitzpatrick has been advised that the amount collected in Canada for a wedding present to Her Royal Highness Princess Patricia was $6,842.80. Of this the contributions in the Province of Quebec amounted to $2,549.88. Lady Borden cabled the Princess that this wedding gift from the people of Canada would be invested in Victory Loan Bonds, which will be forwarded to her in the near future enclosed in a silver box.

BRITISH UNREST SATISFACTORILY ENDED

A despatch from London says:—The delegates to the conference of the National Union of Railwaymen decided to accept the offer of the Government for the settlement of their demands.

J. H. Thomas, general secretary of the union, said that the settlement was made subject to satisfaction being obtained on some points yet outstanding. The strike resolution was rescinded by the conference.

300 ALIENS DECLINED OFFER OF LOYALTY CARDS

A despatch from Winnipeg says:—Since the Alien Enemy Investigation Board started proceedings in January, 1,200 aliens have been granted loyalty cards and 300 refused them, J. Mansfield, secretary, reports. The 300 have been classed as "undesirable citizens." Government employment agencies have been instructed to prevent them from securing jobs, Mr. Mansfield said.

How Germany Will Defray The Cost of Food Supplies

A despatch from Copenhagen says:—In order to defray the cost of food supplies, the German Minister of Finance is about to issue a decree requiring delivery to the State of all foreign securities with a fixed rate of interest, except Russian and loans to Germany's former allies, according to advices from Berlin. They will be purchased at their market value at the end of 1918.

Many a man's failure in small things is due to his being troubled with great ambitions.

The 6th Canadian Engineers Company Cycle Squad, which carried the "cease fire" message into Mons on Armistice Day. They were led by Sergeant Gordon McMillan, of Toronto, the well-known cycle-racing champion. McMillan is the rider on the right end.

WIRELESS—THE TRUE PEACEMAKER

SOME HINTS AT THE WONDERS OF THE NEAR FUTURE

Senator Marconi, the Famous Inventor, Describes Its Possibilities in These Days of Reconstruction

So far as wireless is concerned, the period of reconstruction is going to reap an immense benefit from the devastating war now mercifully at an end. Not only can we send messages more clearly, more accurately; not only have we gained splendid experience in the art of wireless communication by airship and 'plane, as a result of the war, but by automatic apparatus we can now despatch some three hundred words a minute, where prior to hostilities the most that could be sent was half that number.

That the peace of the world will be furthered by wireless I have no doubt whatever; improved methods of communication always make for the advance of civilization. There can be little doubt, for instance, that it has been the transatlantic cables which for years have played the leading part in cementing the friendship between the people in Britain and the people in the United States.

Simpler Apparatus.

Among the mprovements in wireless, which, during reconstruction, we hope to see playing a mighty part, is that of receiving messages without the high masts at one time indispensable; but the statement recently published in the Press that the method of receiving messages in the ground, or even of sending them through the ground is entirely new, is utterly fallacious. The method is twenty years old if it is a day, and in the Tripoli campaign of 1911 was actually put into practice.

During the war, wireless never had much of a chance from the purely commercial standpoint, it is the period of reconstruction which is to witness this particular phase of its development. The wireless stations until recently in the hands of the Government will presntly be in the hands of private companies. War inventions will have the effect of appreciably reducing the cost of the service, while owing to another recent invention, the great aerial routes it is proposed presently to inaugurate will not be handicapped as would have been the case in earlier days by the dense fogs.

What the lighthouse is to the steamship, the land wireless station has now become to the 'plane, with this exception—that the wireless station is distinctly more reliable. The lighthouse flash was surely considerably dimmed during fogs, the sound of the foghorn also appreciably deadened by fog; whereas, on wireless, fog has no effect whatever.

Few Obstacles.

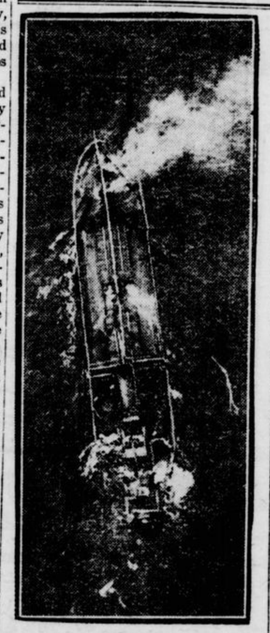
In the days that lie ahead, wireless will play a greater part than ever in getting in touch with remote and little-explored territories. World reconstruction in the general means of communication is inevitable. One difficulty which wireless will dispose of is the immense sums of money until recently laid out in the construction of telegraph systems, especially when these lay through vast swamps or mighty forests. In tropical climates excessive plant growths often cause tremendous havoc to a system of land line, while in hot climates also violent storms sometimes devastate whole stretches of line—additional obstacles which in the days of reconstruction wireless may safely be trusted to surmount.

In the days-to-be an interesting development of wireless will be noticeable in transmissions sent from the vessels of the great trade routes of the world to the pilots of the various air services and vice versa. For instance, the 'planes of the future will be able to warn ocean-going vessels of on-coming storms, and so afford them ample time to save their awnings, for instance, which might otherwise be readily destroyed; or to close their hatches, which, during lengthy voyages, are sometimes opened in order to let fresh air into the holds.

A Life-Saver.

The suddenness of tropical storms being proverbial, it seems to me wireless will have here a distinct opportunity of manifesting its ever-increasing powers. On the other hand, the liner will be equally capable of befriending the fog-wrapped 'plane by letting it know the weather conditions at definite hours, so that the airmen would know at what altitude to fly in order to be least affected by the predicted climatic conditions.

In conclusion, it need only be said that the verbal message sent by wireless telephony early in the war from America to France heralded a new era in that phase of the science. The days of reconstruction affording infinitely better opportunity than was possible in war time, here, too, many new developments may be looked for, each and all of them calculated, by linking up the ocean-severed continents of the world, to establish, as it never has been, the sacred doctrine of the Brotherhood of Man.



Unique Photograph of a Torpedoed Ship

This photo taken by a British airman, who was hunting German submarines, shows the S. S. Andex on fire and sinking after she had been torpedoed by the Huns.

PEACE RESTORED IN HUNGARY

Bloodless Revolution Complete, According to Wireless From Budapest.

A despatch from London says:—A Hungarian wireless communication, dealing with the situation in Hungary, was received here on Thursday. It is addressed "to all."

The message says that complete peace and order reign in Budapest and throughout the country, and that the revolution was carried out entirely without bloodshed. Neither in Budapest nor the provinces was a single person wounded, let alone being killed.

The food supply of the capital and the country is declared to be adequate. Provision shops and markets are open, and the population can obtain adequate supplies of food. Security for life and property has been guaranteed by Government decree and the proclamation of martial law.

It is added that enactments have been made giving illegitimate children equal rights with those of legitimate birth and making marriage a simple civil ceremony. Also decrees have been issued regulating the circulation of money at banks, allowing holders of current accounts up to 2,000 kronen to retain control of their money. Directors of banks are to retain their posts and fees, but only to a maximum of 3,000 kronen monthly. The banking business is proceeding in an orderly manner.

The communication adds that Government decrees give complete guarantees of security of life and property to all foreign subjects in Hungary. It declares untrue the report that Count Michael Karolyi has been succeeded as Provisional President.

Asparagus and Onion Culture.

That luscious vegetable, asparagus, available only in the spring and early summer months, might readily be grown much more extensively than it is. If properly prepared, that is, well drained, a bed may remain for twelve or fifteen years and will improve during most of this period if properly looked after. One has to wait a couple of years for a crop after the bed is set out, but the relief from planting, which is necessary with most crops, during succeeding years more than offsets this disadvantage. Asparagus culture is dealt with in a practical way in Pamphlet No. 24 of the Central Experimental Farm, which is available at the Publications Branch of the Department of Agriculture, Ottawa. In this pamphlet celery culture is also taken up. The soil, growing the plants, planting, cultivation, blanching and storing are dealt with.

That appetizing vegetable, the onion, also occupies a place in this pamphlet which points out that the seed should be sown about one-half an inch deep in rows from twelve to fourteen inches apart at the rate of from four to six pounds of seed per acre. The Large Red Wethersfield, Yellow Globe Danvers, and Southport Yellow Globe are recommended as suitable for the warmer sections of Canada. Early White Barletta and White Queen are suitable sorts for pickling, while in the Prairie Provinces Extra Early Red or Early Flat Red give best results.

Alien Labor Leaders.

A striking feature of the extreme revolutionary movement which is at the back of the uglier aspects of the present labor troubles is that is is largely led by men of alien origin One of the most notorious of the Clyde firebrands is by extraction a Polish Jew. In South Wales a Russian Jew, who swells his audiences by excellent violin performances, is the fountain of propaganda of the most extreme form, and in Belfast an American Jew is the motive power of the machinery of disaffection.

A Zoo Tortoise Dead.

The London Zoo has suffered a heavy loss by the death of Georgina—Lord Rothschild's well known giant tortoise, that was born on Indefatigable Island, Galapagos, about 250 years ago. Children used to have rides on Georgina's back. Georgina was the first tortoise that learnt to carry people, and it took several months before the animal was trained to the work.

BIG AIRSHIP TO FLY THE ATLANTIC

FOUR ENTRIES MADE FOR TRANS-OCEAN TRIP

Unfavorable Weather May Delay Crossing—Australian Will Make Attempt in Fairey Biplane.

Great Britain's biggest airship, the R-34, which in the near future will attempt a trans-Atlantic flight, had its first severe test recently when it set forth from the Clyde for a circuit of the Irish coast, says a London despatch. The airship returned to her base after remaining aloft nearly twenty hours, encountering the severest weather.

While the first of the three trials which are expected to precede the trans-Atlantic attempt is regarded in expert quarters here as highly successful, there is nevertheless disappointment that the airship was unable to complete the 24-hour test planned. High winds and extreme cold prevailed for two days in the waters around the British Isles, and the big airship was heavily buffeted by the gales and snowstorms, and the cold was so intense the water in the ballast tanks froze. She was forced to ascend to a high altitude to free herself from the blizzardly conditions.

Weather Unfavorable for Trip.

Opinion is expressed here among air experts that the unusually severe weather conditions may postpone any attempts at a trans-Atlantic flight until better weather is more certain.

The extreme cold and the heavy hailstorms severely taxed the strength of those airmen who have participated in the recent cruises around the Danish coast, and last night's flight over the Irish coast. The British airships, it is declared, have behaved splendidly under the most trying conditions, and there is every belief that the R-34 and sister ships will be able to surpass the Zeppelin achievement of 100 hours in flight.

The fourth entry in the trans-Atlantic flight has registered with the Royal Aero Club. He is Sidney Pickles, an Australian, who will make the attempt in a Fairey biplane with a Rolls-Royce engine of 360 horsepower, claimed to have a top speed of 130 miles an hour. He plans to start from Newfoundland.

ANTISEPTICS IN WEST INDIES

Allies Found Them Superior to Those Made by Germans.

Before the war nearly all antiseptics were made by German chemical firms. Scientists in the allied countries, however, began experimenting and investigating, and soon produced many antiseptics that were superior to the old types.

Early in their investigations they found that the old slave drivers of the West Indies knew even more about antiseptics than did the modern German chemists. Slaves caught trying to escape were severly thrashed, to discourage such attempts on the part of the others. But it was not to the owner's benefit to be long deprived of the services of such errant slaves, and to promote rapid recovery the slave drivers used to wash the wounds with a mixture of sea water and lemon juice. Scientists studied the effect of a mixture of common salt and lemon juice on the blood, and found that, whereas ordinary antiseptics tended to destroy not only the germs but also the tissues of the body and actually retard the healing of the wound, the old slave drivers' remedy promoted the flow of the healing fluids from all parts of the body to the injured part.

15,000 Canadians Cleared From Kimmel Camp in 26 Days

A despatch from London says:—Upwards of 100,000 Canadian soldiers have left the British Isles for home since the armistice. The 3rd Division is entirely cleared, and the major portion of the 1st Division is now here. Only 56,000 Canadians remain in France. Since March 1, 15,000 Canadians have been cleared from Kinmel Camp.

UNTOUCHED RICHES OF THE URALS

THIS REGION IS A STOREHOUSE OF INCALCULABLE WEALTH

Ekaterinburg Is Site of Greatest Industry in the World for Development of Precious Gems.

A feature of the development of Russia's natural resources (when British enterprise gets started in that country) will be the opening up of the wealth of the Urals.

That region is a storehouse of incalculable riches as yet almost untouched. Its mines of various metals offer a most tempting promise—platinum, for instance, being found nowhere else in real quantity.

As a producer of the so-called "semiprecious" stones, the region of the Urals is unapproached and, where gem stones are concerned, it will in future days yield a wonderful contribution to the world's supply.

Consider, for example, the green garnets of the Urals, which are mined in the neighborhood of Syssersk. You and I have never seen any, at all events, to recognize them for what they are. Yet the finest small ones are worth more than emeralds of equal size, for they are very brilliant, with a play of color like that of a diamond. For the jewelry trade, frogs, fishes, grasshoppers and katydids are made of them for brooches and pins, that is to say.

We think of topaz as a yellow stong, but the mines of the Urals yield it in white, blue and green. They produce most beautiful agate and rock crystal in masses exceptionally large and clear; but these latter, of course, are merely "semi-precious" and not gem material.

Founded by Catherine II.

That remarkably unmoral, ruthless and intellectually superior monarch Catherine II. was first to recognize the value of the resources of the Urals for the production of gems and semi-precious stones. She founded the great works at Ekaterinburg (named after her), which, though their operation is now presumably suspended, have made most important contributions to the lapidary art in Europe.

Ekaterinburg was chosen for the site of the original factory (since vastly expanded) because it offered unlimited water power. The work within recent years has been conducted on such a scale that huge masses of jasper or other semi-precious stones (fetched sometimes hundreds of miles on sledges in winter) could be sawed, shaped, polished and otherwise manipulated as marble or granite is treated in our own country.

The work (in respect of physical magnitude) has extended all the way down from palace columns and monuments to the cutting of tiny gems. It has been developed far beyond any similar industry anywhere else in the world. Scattered all over Europe, in royal dwellings and elsewhere, the products of Ekaterinburg may be found—representing gifts from the recent and other Czars of Russia, by whom they were used for the cultivation of international good will.

Czar Alexander I. was so interested in the business that he took a turn at the trade in Ekaterinburg, and became (so it is said) a fairly expert lapidary. Within recent years all the big-job designs used at the factory have been made at Peterhof (near Petrograd), being furnished in the shape of wax models.

Marvellous Works of Art.

The output has assumed forms which may be classified as follows:

First—Cut gems.

Second—Caskets, seals and charms. Also cameos engraved with busts of the reigning Czar, other important personages, animals, etc.

Third—Vases, dishes and paperweights of lapis lazuli, jasper, etc. Where objects were large, mantelpieces for example, the method has been to make the body of slate and cover it with a veneer of lapis-lazuli or other semi-precious stone.

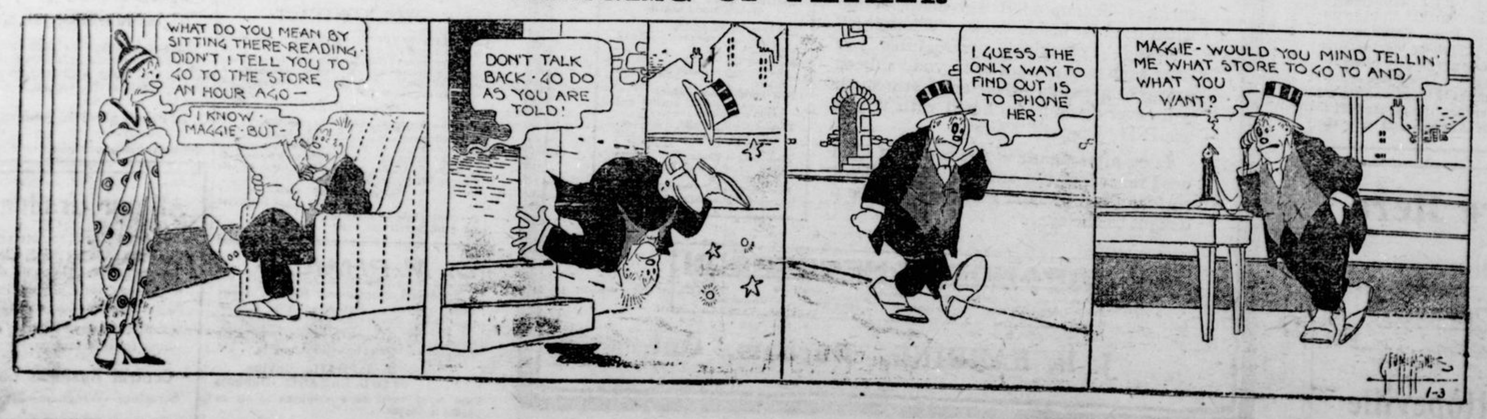
Fourth—Fruits and flowers imitated in semi-precious stones and contained in vases and dishes of jasper. Never in the world before were such clever counterfeits made. Grapes of purple amethyst or black onyx, raspberries of rhodonite, mulberries of yellow chalcedony and green leaves of the "noble serpentine." White currants or rock crystal cut hollow, with the insects engraved to represent seeds.

In a word, there never has been such art work in this line as that produced at Ekatrinburg. And this without really up-to-date tools, for the Russian artisan in the line described has been rather primitive in his methods.

It was in its way a marvel to see him turn out, with no better instrument that a tiny revolving disk of soft iron charged with diamond dust, a reduced and perfect copy in rock crystal of the delicate shell of an argonaut.

What is happening now at Ekaterinburg nobody knows. Very likely the business is "busted up." But whether this be true or not, the basis of the industry remains, and before long it can be reconstructed and expanded to the advantage of the world's welfare.

BRINGING UP FATHER



ONTARIO ARCHIVES
TORONTO