

# Markets of the World

### Breadstuffs.

Toronto, July 15.—Man. Wheat—No. 1 Northern, \$2.24 1/4; No. 2 Northern, \$2.21 1/4; No. 3 Northern, \$2.17 1/4; No. 4 wheat, \$2.11 1/4, in store Fort William.

American corn—Nominal.

Manitoba oats—No. 2 CW, 83 1/2c; No. 3 CW, 80 1/2c; Ex. No. 1 feed, 75 1/2c; No. 1 feed, 79 1/4c; No. 2 feed, 75 1/4c.

Ontario oats—No. 3 white, 77 to 78c, according to freights outside.

Ontario wheat—No. 1 Winter, per car lot, \$2.14 to \$2.20; No. 2 do, \$2.11 to \$2.19; No. 3 do, \$2.07 to \$2.15 f.a.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.a.b. shipping points according to freights.

Manitoba barley—No. 3 CW, \$1.27; No. 4 CW, \$1.23; rejected, \$1.18; feed, \$1.18.

Peas—No. 2 nominal.

Barley—Malt, \$1.18 to \$1.22, nominal.

Buckwheat—No. 2, nominal.

Rye—No. 2, nominal.

Manitoba flour—Government standard, \$1.1, Toronto.

Ontario flour—Government standard, \$1.05 to \$1.07, in jute bags, Toronto and Montreal, prompt shipment.

Millfeed—Car lots delivered Montreal freights, bags included. Bran, \$39 to \$42 per ton; shorts, \$42 to \$44 per ton; good feed flour, \$2.90 per bag.

Hay—No. 1, \$21 to \$23 per ton; mixed, \$18 to \$19 per ton, track, Toronto.

Straw—Car lots, \$10 to \$11 per ton, track, Toronto.

### Country Produce—Wholesale.

Butter—Dairy, tubs and rolls, 36 to 38c; prints, 38 to 40c; Creamery, fresh made solids, 49 to 49 1/2c; prints, 49 to 50c.

Eggs—New laid, 40 to 41c.

Live poultry—Spring chickens, broilers, 20 to 40c; heavy fowl, 28c; light fowl, 26c; ducks, 28c; old ducks, 20c; young ducks, 28c; old turkeys, 30c, delivered, Toronto.

Wholesalers are selling to the retail trade at the following prices:

Cheese—New York, 32 to 32 1/2c; twins, 32 1/2 to 33c; triplets, 33 to 33 1/2c; Stilton, 33 to 34c.

Butter—Fresh dairy, choice, 44 to 46c; creamery prints, 52 to 54c.

Margarine—36 to 38c.

Eggs—New laid, 44 to 45c; new laid in cartons, 48c.

Dressed poultry—Spring chickens, 66c; roasters, 25 to 30c; fowl, 45 to 50c; turkeys, 40c; ducklings, 10c; squabs, doz., 87c; geese, 28 to 30c.

Live poultry—Spring chickens, 40 to 45c; fowl, 33 to 35c.

Potatoes—Ontario, f.o.b., track, Toronto, car lots, \$1.75; on track outside, \$1.65.

Beans—Canadian, hand-pick, bus., \$4.50 to \$4.75; primes, \$3.75 to \$4; Imported hand-pick, Burma or Indian, \$3; Lima, 13 1/2 to 14c.

Honey—Extracted clover, 5-lb. tins, 25 to 26c; 10-lb. tins, 24 1/2 to 25c; 60-lb. tins, 24 to 25c; buckwheat, 60-lb. tins, 19 to 20c. Comb, 16-oz., \$4.50 to \$5, doz.; 10-oz., \$3.50 to \$4 dozen.

Maple products—Syrup, per imperial gallon, \$2.45 to \$2.50; per 5 imperial gallons, \$2.25 to \$2.40; sugar, lb., 27c.

### Provisions—Wholesale.

Smoked meats—Hams, med., 47 to 48c; do, heavy, 40 to 42c; cooked, 65c; rolls, 37c; breakfast bacon, 48 to 50c; backs, plain, 50 to 51c; boneless, 60c; clear bellies, 41c.

Cured meats—Long clear bacon, 32 to 33c; clear bellies, 31 to 32c.

Lard—Pure, tierces, 36c; tubs, 37 1/2c; prints, 37c; prints, 39c. Compound tierces, 31 1/2 to 32c; tubs, 32 to 32 1/2c; prints, 32 1/2 to 33c; Hay, No. 2, per ton, car lots, \$30. Cheese, finest eastern, 29c. Butter, choice creamery, 51c. Eggs, selected, 45c; No. 1 stock, 48c; No. 2 stock, 44 to 45c. Dressed hogs, abattoir killed, \$11.50 to \$12. Lard, pure, wood pallets, 20 lbs. net, 38 1/2c.

### Live Stock Markets.

Toronto, July 15.—Choice heavy steers, \$14 to \$14.75; good heavy steers, \$13.50 to \$13.75; butchers' cattle, choice, \$13.25 to \$13.50; do, good, \$12.25 to \$13; do, med., \$11.50 to \$12; do, com., \$9.75 to \$10.25; hogs, choice, \$11.25 to \$11.75; do, med., \$10.25 to \$10.75; do, rough, \$8 to \$8.25; butchers' cows, choice, \$11 to \$11.75; do, good, \$10.25 to \$10.50; do, med., \$9 to \$9.25; do, com., \$7.50 to \$8; stockers, \$8.75 to \$11.75; feeders, \$12.50 to \$13; canners and cutters, \$4.50 to \$6.25; milkers, good to choice, \$90 to \$140; do, com. and med., \$65 to \$75; springers, \$90 to \$100; light ewes, \$10 to \$11; yearlings, \$13.50 to \$15; spring lambs, per cwt., \$19.50 to \$21.50; calves, good to choice, \$18 to \$21.50; hogs, fed and watered, \$23.75; do,

weighed off cars, \$24; do, f.o.b., \$22.75. Montreal, July 15.—Choice lambs, \$18 per cwt; sheep, \$8 to \$10; milk-fed calves, \$8 to \$15; choice steers, \$12; others, \$9 to \$11; butchers' cattle, \$6 to \$10 per cwt. for both bulls and cows; canners, \$4.50.

## PRINCE HENRY OF PRUSSIA PLEADS FOR EX-KAISER

A despatch from Berlin says: Prince Henry of Prussia, brother of the former German Emperor, has now come to the aid of the dethroned war lord, and adds his plea to that of the others for abandonment by the allies of their project to bring the former Kaiser to trial for his crimes against mankind.

Prince Henry, in a telegram to King George begging him to desist in the effort to extradite the former monarch, pledges himself to assist the King in bringing to light "the truth regarding the war and its consequences."

## LIST OF GERMANS ALLIES WOULD TRY

### British, French and Belgians Submit Names of Those Thought Guilty of Atrocities.

A despatch from London says:—The Germans whom the British, French and Belgians wish to put on trial include:

Prince Rupprecht, of Bavaria, for deportations from Lille, Roubaix, Turcoing and other places.

General von Mackensen, for thefts, incendiarism and executions in Rumania.

General von Bulow, for the burning of Andehne and shooting of 100 people.

Baron von der Dancken, head of the German political department in Brussels, who was concerned in the murder of Edith Cavell and Captain Fryatt.

Admiral von Blower, for the burning of U-boat outrages.

Lieutenant Wilhelm Wernher, Commander Max Valentiner and Commander von Ferster, for sinking hospital ships.

Major von Manteuffel, for the burning of Louvain.

Major von Bulow, for the destruction of Aerschot and the execution of 150 civilians.

General Olsen von Cassel, for cruelties at Dobertitz.

Lieutenant Rudiger, for cruelties at Ruhleben.

Major von Goertz, for cruelties at Magdaburg.

The brothers Niemeyer, the bullies of Holmsinden and Chauschal camps, who ill treated British prisoners.

General von Tesny, for the summary execution of 112 inhabitants of Arlon.

General von Ostrowsky, for the pillage of Deynze and the massacre of 163 civilians.

General Liman von Sanders, for massacres of Armenians and Syrians.

Two brothers named Rochling, who were arrested by the French in the Saar valley. Vast quantities of stolen machinery, covering nearly twenty acres, were found in their possession.

## BRITISH WON WAR, MARSHAL HAIG SAYS

A despatch from London says: Field Marshal Haig, receiving the freedom of Newcastle, deprecated the tendency to minimize the British army's achievements in the war.

"It is right to speak of our allies," he declared, "but it was the British army that won the war; it was Britain that bore the brunt of the fighting in the last two years."

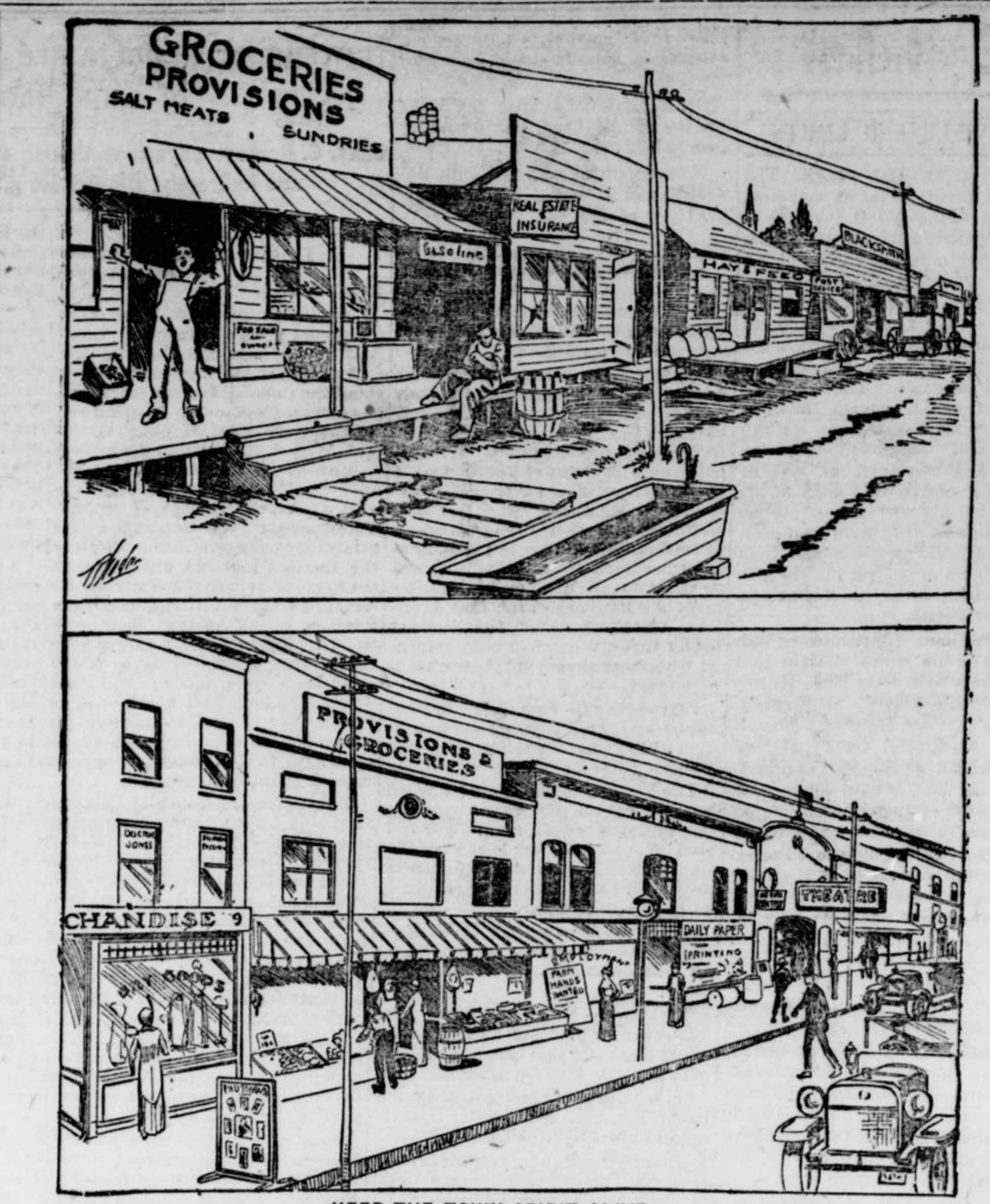
"I hope everyone will realize that fact and stick by the fellows who fought and suffered and their dependents."

## MONSTER PEACE PROCESSION IN THE EMPIRE'S CAPITAL

A despatch from London says:—The peace procession on July 19 will be the greatest in London's history. It will be seven miles long, and, from the route arranged for it to pass, two million people will be enabled to see it from the buildings and the streets, as against seven hundred thousand who saw King George's coronation parade.

## PEACE CELEBRATION DAY IS SATURDAY, JULY 19

A despatch from Ottawa says:—Saturday, July 19 has been officially fixed as a public holiday for the celebration of peace. The date coincides with Peace Day throughout the Empire.



## KEEP THE TOWN SPIRIT ALIVE.

Is our town on the DOWN grade? Are things slackening up? Are the weeds commencing to grow on our main thoroughfares? Do people shun our community? Maybe it isn't as bad as all that. And yet we feel that it is not right. The hustle and bustle of business is wanting. We don't get TOGETHER as often as we used to. Each man is keeping too close to himself. If this is so, our town needs a TONIC. We must GET AFTER ourselves. Even if it DOES cost money to keep the town spirit alive, it is surely money well spent. There's no use in waiting. We must make things HUM now.

## USES OF SEA WEEDS.

### Harvested For Fertilizer and Dried For Winter Fodder.

A good many of us think of sea weed as perfectly useless ocean growths, somewhat like our garden weeds. As a matter of fact, sea weeds have many uses. They furnish food for the fish, the same as grass and herbage do for our cattle and sheep. And many of the smaller fish build their homes almost like our birds—in the floating island of sea weed. They also keep the water pure.

Sea weed of a certain kind used to be much in demand, as it contained an alkali used in the manufacture of soap, but this is now obtained from other sources.

Sea weeds are used by farmers along the coast for fertilizer, and in the fall it is interesting to see them gathering off, often driving their teams far out into the water, the horses plunging back with a load of the glistening stuff.

Some of the hardy cattle of Ireland and Scotland thrive on dried sea weed as a winter fodder. There is a species of sea weed that grows along the coast of Japan from which glue is made, and the Chinese use sea weed to glaze their umbrellas, lanterns and screens.

## 32,000 CANADIANS STILL OVERSEAS

A despatch from London says:—With the sailing of the Carmania on Saturday with 2,495 troops and the sailing of the Tunisian on the same day with 268 troops, 25,513 Canadians have been repatriated since the date of the armistice.

The number of Canadians overseas, both in the British Isles and France, is now approximately 32,000. This, of course, includes hospital staffs, patients, working parties in France and permanent cadres and headquarters here. Shipping has been secured for the return of the remaining Canadian troops as fast as they are available.

Oxford Circus House, a supplementary office to Argyll House, was closed Saturday.

## KING GEORGE SENDS MESSAGE BY AIRSHIP R-34

A despatch from Ottawa says:—The first British airship to cross the Atlantic brought a message of good wishes from the King to the people of Canada. The message was addressed to His Excellency the Governor-General and reads as follows: "Buckingham Palace, June 28, 1919. To His Excellency the Duke of Devonshire, K.G., G.C.M.G., G.C.V.O., Governor-General and Commander-in-Chief of Canada. I take this opportunity of sending by the first British airship (R-34) to cross the Atlantic a message of good wishes to the people of Canada from the Old Country. (Signed) GEORGE, R.I."

## ENGLISHMEN TO DEVELOP BRITISH COLUMBIA LANDS

A despatch from London says:—Lord Cowdray and others have obtained control of the Cold Stream estate of 13,000 acres and the White Valley Irrigation System near Vernon, B.C., with the intention of selling or developing the estate.

## Tidings From Scotland

Invergordon recently received a visit from Sir Ernest Shackleton, of Antarctic fame.

The Order of the British Empire has been bestowed on Thomas Work, Union Bank, Kirkwall.

The population of the city of Glasgow at the end of June last was estimated to be 1,113,704.

The death has been announced of Lewis Boat, one of the members of the Carnoustie Town Council.

Provost Matland, of Tain, has been appointed commissioner, and Sir T. Hunter assessor, of that burgh.

The marriages in Dundee for the year 1918 numbered 1,269, compared with 1,204 in the preceding year.

Alexander Main, a well known litterateur, and a friend of George Elliot, died recently at Arbroath.

Joseph Mackay, of the firm of Mackay & Co., Edinburgh, died recently at Bellavista, Duddingston.

Mrs. Margaret Johnston, who died at Grindally, Isle of Birsay, Orkney, recently, had attained the age of 104 years.

Lady Portsmouth has decided to sell Guisachan, consisting of 22,000 acres, including the famous deer forest.

Lieut. Robert Sinclair, R.A.F., son of Mr. and Mrs. Sinclair, Fillyside, Leith, was killed in a flying accident at Cologne.

The death took place recently at the parish of Fernoth of Captain William Mackay, late of the Army Medical Staff.

The Military Cross has been posthumously awarded to Captain Edward Ramsay Milne, formerly of Kinnaber, Montrose.

The death is announced at Fountainhall road, Edinburgh, of William Oliver, well known in Edinburgh banking circles.

The Military Cross has been awarded to Capt. David Robertson, son of W. E. Robertson, Inverleith Row, Edinburgh.

The Military Cross has been awarded to Lieut. P. W. Mactavish, only son of Mr. and Mrs. P. D. Mactavish, Inverness.

The death has been announced of David Henderson Naismith, J.P., a well-known agent and factor of the city of Edinburgh.

Arbuthnot's honor roll contains the names of 500 killed or died of wounds, equalling 25 per thousand of her population.

Lieut. John W. Thompson, Royal Garrison Artillery, who died of pneumonia, was a son of Rev. Robert Thomas, Penicuik.

Cadet William Robertson, Cameron, a native of Bridgland, Dingwall, holds the D.C.M., the M.M., and a Russian decoration.

Lieut. Alex. McL. Aitken, Canadian, who has been awarded the Military Cross, is a son of Mr. and Mrs. James Aitken, Leith.

One of the oldest residents of Balachragan, Aines, passed away recently in the person of William A. Gair, at the age of eighty-one.

The R-34, which recently made a trans-Atlantic flight from Scotland to Long Island, U.S.A., and her sister airship, the R-33, are the world's greatest dirigibles. The war brought them into being, for they originally were designed to out-Zeppelin Germany's Zeppelins, and bring death and destruction to German cities. When they were building it was reported that they would be the flagships of a gigantic fleet of air-craft that would be launched on a tremendous raid on Berlin. For this purpose they were equipped with openings through which four 800-pound bombs and sixteen of 120 pounds could be dropped, while on the upper structure emplacements were built for batteries of eight guns. The sudden end of the world's war put a stop to the plans for a raid on Berlin, and the architects of the dirigible turned their attention to remodeling their craft for peaceful purposes.

But their plans were again interrupted in June when the war clouds gathered again as reports gained strength that Germany would refuse to accept the Allied peace terms. The R-34 was swiftly put on a war basis and started on a cruise of 2,000 miles over the Baltic and the German coast region. She carried no bombs, but equipped with rapid-firing guns, swept over the enemy's territory at a low altitude, her enormous shadow giving a grim promise of the possibilities of the future.

### Rivals Ocean Liners.

The R-34's birthplace was Inchinnan, a little village near Glasgow. In size she rivals all but the very largest ocean liners. Her length is 640 feet, her beam 79 feet, and from the bottom of the lowest gondola to the top of the gas bag, measures 79 feet. Her measurements are very closely those of the liner Adriatic, and if she was stood on end she would overtop the famous Singer building in New York by 27 feet. Two million cubic feet of gas are imprisoned in the balloon, whose resemblance to a monstrous fish is heightened by the fact that it is painted silver colored, proved by experiment to be the most successful for resisting the action of the sun in expanding the gas bag.

The driving power of the airship is supplied by five Sunbeam motors with a total of 1,000 horsepower, sufficient to give a speed of close to 70 miles in favorable weather. To feed these motors the airship carries between 7,500 and 8,000 gallons of gasoline, weighing sixteen tons, and giving her a cruising radius of 4,900 nautical miles or considerably more than the distance between Europe and America and return. Her lifting capacity is 59 tons, of which 21 1/2 tons is dischargeable weight, or weight which can be disposed of from the ship.

Five gondolas are swung from the gasbag, connected by a 600-foot platform. In these cars there are comfortable accommodations for the crew of thirty, with sleeping quarters for half that number. Radiators on top of the motors supply them with hot water and electric stoves assure them of hot meals. Communication with mother earth is provided for by wireless equipment with a radius of 1,500 miles.

## The Brighter Side.

The statement was recently made in a London newspaper that men bearing the scars of battle were usually long-lived, and an arresting statement made the other day by Lieut. Colonel T. E. Openshaw bears out this theory. According to this statement, a man who has lost a leg is more likely to attain old age than a man who has not, whereas if he has lost both eyes his chances of long life are still further increased.

The reason is simple to follow. The heart carries the blood to the extremities, and its work is reduced and term of activity increased by the absence of limbs. Our lame heroes will find it hard to believe the colonel's final assertion. He declared that it was absolutely and demonstrably true that a man who had lost both his legs could be a better swimmer than before his loss.

## The Art of Talking.

The art of talking is rare, but if one has the least spark of talent it may be improved. Time, thought, and constant practice are necessary to develop any faculty. We cannot hope to learn music, painting or tennis without practice, and so it is with conversation. We cannot expect to talk well in society if we are dull, silent tacticians at home. We must read the best books to learn the fluent use of language; we must learn to think and to remember; to observe carefully; we must keep in touch with the events of the day, not merely within a narrow circle, but in the wide world. General knowledge is necessary. Books, newspapers and magazines are within the reach of everyone. An ideal conversationalist is a conscientious listener, the first to see merit, the last to secure faults.

## R-34 WONDERFUL WAR MACHINE

### LARGEST OCEAN LINERS.

### Giant British Dirigible Recently Completed Trans-Atlantic Flight From Scotland to Long Island.

The R-34, which recently made a trans-Atlantic flight from Scotland to Long Island, U.S.A., and her sister airship, the R-33, are the world's greatest dirigibles. The war brought them into being, for they originally were designed to out-Zeppelin Germany's Zeppelins, and bring death and destruction to German cities. When they were building it was reported that they would be the flagships of a gigantic fleet of air-craft that would be launched on a tremendous raid on Berlin. For this purpose they were equipped with openings through which four 800-pound bombs and sixteen of 120 pounds could be dropped, while on the upper structure emplacements were built for batteries of eight guns. The sudden end of the world's war put a stop to the plans for a raid on Berlin, and the architects of the dirigible turned their attention to remodeling their craft for peaceful purposes.

But their plans were again interrupted in June when the war clouds gathered again as reports gained strength that Germany would refuse to accept the Allied peace terms. The R-34 was swiftly put on a war basis and started on a cruise of 2,000 miles over the Baltic and the German coast region. She carried no bombs, but equipped with rapid-firing guns, swept over the enemy's territory at a low altitude, her enormous shadow giving a grim promise of the possibilities of the future.

The R-34's birthplace was Inchinnan, a little village near Glasgow. In size she rivals all but the very largest ocean liners. Her length is 640 feet, her beam 79 feet, and from the bottom of the lowest gondola to the top of the gas bag, measures 79 feet. Her measurements are very closely those of the liner Adriatic, and if she was stood on end she would overtop the famous Singer building in New York by 27 feet. Two million cubic feet of gas are imprisoned in the balloon, whose resemblance to a monstrous fish is heightened by the fact that it is painted silver colored, proved by experiment to be the most successful for resisting the action of the sun in expanding the gas bag.

The driving power of the airship is supplied by five Sunbeam motors with a total of 1,000 horsepower, sufficient to give a speed of close to 70 miles in favorable weather. To feed these motors the airship carries between 7,500 and 8,000 gallons of gasoline, weighing sixteen tons, and giving her a cruising radius of 4,900 nautical miles or considerably more than the distance between Europe and America and return. Her lifting capacity is 59 tons, of which 21 1/2 tons is dischargeable weight, or weight which can be disposed of from the ship.

Five gondolas are swung from the gasbag, connected by a 600-foot platform. In these cars there are comfortable accommodations for the crew of thirty, with sleeping quarters for half that number. Radiators on top of the motors supply them with hot water and electric stoves assure them of hot meals. Communication with mother earth is provided for by wireless equipment with a radius of 1,500 miles.

The statement was recently made in a London newspaper that men bearing the scars of battle were usually long-lived, and an arresting statement made the other day by Lieut. Colonel T. E. Openshaw bears out this theory. According to this statement, a man who has lost a leg is more likely to attain old age than a man who has not, whereas if he has lost both eyes his chances of long life are still further increased.

The reason is simple to follow. The heart carries the blood to the extremities, and its work is reduced and term of activity increased by the absence of limbs. Our lame heroes will find it hard to believe the colonel's final assertion. He declared that it was absolutely and demonstrably true that a man who had lost both his legs could be a better swimmer than before his loss.

## Not So Easy.

Here is a story one of our friends brought back from the front.

Sir Douglas was, some few years, in a great hurry to get to this place. He found his car, chauffeur was missing. So Sir Douglas was not in the car and drove off on foot. The driver appeared with the car disappearing in a twinkling.

"Great Scott!" cried the chauffeur. "I'm a driving my car!"

"Well get even with him, Tommy," standing by, "and fight one of 'is battles for his own."

## Our Dominion Parks.

The Dominion parks of which are maintained as sanctuaries, include an area of square miles, or more than that area, nearly equal to one-half area of Switzerland, almost as large as Belgium, and nearly 15 miles greater than the area of Jasper Park alone, which is 400 miles in length, and almost twice the size of Edward Island.

Two hundred thousand forest land in Great Britain replanted, at a cost for maintenance the first ten years, \$17,000,000, according to the Government, will be financed during the war, additional forests so that may be independent of resources in case of emergency.

