

Weekly Market Report

Breadstuffs. Toronto, April 27.—Man. wheat—No. 1 Northern, \$2.30; No. 2 Northern, \$2.27; No. 3 Northern, \$2.73, in store Fort William.

Manitoba oats—No. 2 CW, \$1.05%; No. 3 CW, \$1.02%; extra No. 1 feed, \$1.02%; No. 1 feed, \$1.01%; No. 2 feed 59%; in store Fort William.

Ontario oats—No. 3 white, \$1.05 to \$1.07, according to freights outside. Ontario wheat—No. 1 Winter, per car lot, \$2 to \$2.01; No. 2, do, \$1.92 to \$2.01; No. 3, do, \$1.92 to \$1.93, f.o.b. shipping points, according to freights.

Ontario wheat—No. 1 Spring, per car lot, \$2.02 to \$2.03; No. 2, do, \$1.93 to \$2.01; No. 3, do, \$1.95 to \$2.01, f.o.b. shipping points, according to freights.

Peas—No. 2, \$3.00. Barley—Malting, \$1.85 to \$1.87, according to freights outside. Buckwheat—No. 2, \$1.75 to \$1.80, according to freights outside.

Hay—No. 3, \$2.10 to \$2.15, according to freights outside. Ontario flour—Government standard, \$10.50, Montreal or Toronto, in jute bags, prompt shipment.

Country Produce—Wholesale. Cheese—New, large, 28 1/2 to 30; twin, 29 to 29 1/2; triplets, 30 to 30 1/2; Stilton, 33 to 34; old, large, 31 to 32; do, twin, 32 to 32 1/2.

Butter—Fresh dairy, choice, 57 to 58; creamery prints, 65 to 68. Margarine—33 to 38. Eggs—New laid, 51 to 52c.

Drilled poultry—Spring chickens, 29 to 40c; coosters, 25c; fowl, 35c; turkeys, 53 to 60; ducklings, 38 to 40; squabs, doz., \$6.00.

Live poultry—Spring chickens, 30 to 32c; fowl, 35 to 40c; ducks, 55 to 60c. Beans—Canadian hand-picked, bus., 23.50; primes, \$3.50; Japanese, \$4.50; "Washington" L. mas, lb., 15c; Japan Lima, lb., 11c.

Hops—Extracted clover, 5-lb. tins, 27 to 28c; 10-lb. tins, 25 to 26c; 60-lb. tins, 25c; buckwheat, 60-lb. tins, 18 to 20c; comb, 16-oz., \$6 to \$6.50 doz.; 10-oz., \$4.25 to \$4.50 dozen.

Maple products—Syrup, per imp. gal., \$3.25 to \$3.50; per 5 imp. gals., \$3.50 to \$3.75.

Provisions—Wholesale. Smoked meats—Hams, med., 40 to 42c; heavy, 32 to 34c; cooked, 50 to 55c; rolls, 31 to 32c; breakfast bacon, 45 to 50c; backs, plain, 50 to 52c; boneless, 54 to 57c.

Cured meats—Long clear bacon, 28 to 29c; clear bellies, 27 to 28c. Lard—Pure tierces, 28 to 28 1/2c; tubs, 28 1/2 to 29c; pails, 28 1/2 to 29 1/4c; prints, 29 1/2 to 30c. Compound tierces, 27 1/2 to 28c tubs, 28 to 28 1/2c; pails, 28 1/2 to 28 3/4c; prints, 29 to 29 1/4c.

Montreal Markets. Montreal, April 27.—Oats, CW, No. 2, \$1.19%; extra No. 1 feed, \$1.16%; flour, Man., new standard grade, \$13.40 to \$13.70; rolled oats, bag 90 lbs., \$5.50 to \$5.60; bran, \$5.125; shorts, \$5.825; hay, No. 2, per ton, car lots, \$33 to \$34.

Cheese, finest eastern, 27 to 28c; butter, choicest creamery, 60 to 61c; eggs, fresh, 52 to 53c; potatoes, per bag, car lots, \$5.75.

Live Stock Markets. Toronto, April 27.—Choice heavy steers, \$14 to \$15; good, do, \$13.25 to \$13.75; butchers' cattle, choice, \$13.25 to \$13.75; do, good, \$12 to \$12.50; do, med., \$11.50 to \$11.75; do, com., \$10 to \$10.75; bulls, choice, \$10.50 to \$11.50; do, good, \$9.75 to \$10.25; do, rough, \$8 to \$8.50; butchers' cows, choice, \$10.50 to \$11.50; do, good, \$10 to \$10.25; do, com., \$7.50 to \$8; stockers, \$9.25 to \$11; feeders, \$11 to \$12.50; canners and cutters, \$4.50 to \$6.25; milkers, good to choice, \$100 to \$165; do, com. and med., \$65 to \$75; springers, \$90 to \$165; lambs, yearlings, \$16 to \$20; calves, good to choice, \$18 to \$21; sheep, \$9 to \$18; hogs, fed and watered, \$20.50; do, weighed off cars, \$20.75; do, f.o.b., \$19.50; do, country points, \$19.25.

Montreal, April 27.—Beef steers, good, \$13 to \$14.50; med., \$12 to \$13; com., \$10 to \$11.50; butcher heifers, choice, \$12 to \$14.25; med., \$11.25 to \$12.25; com., \$9 to \$11; butchers' cows, choice, \$11 to \$12.50; med., \$8 to \$10; canners and cutters, \$5 to \$7.50; butcher bulls, good, \$11 to \$12.50; com., \$9 to \$10.50. Calves, choice, \$14 to \$16; med., \$10 to \$14. Ewes, \$11 to \$13; lambs, \$16 to \$17. Sows, \$4; fed and watered basis, \$17; hogs, do, select, \$21.

The World Afloat. With the establishment of communication rates, air travel has become much cheaper on the London-Paris line. It has been arranged that a business man in London who goes often to Paris can buy a season ticket for \$600. This is good for twelve trips, saving \$12 a trip over the old rate.

IRISH CONTROL OF FINANCE

British Gov't. to Grant Customs and Excise Control. A despatch from London says:—Considerable concessions to Irish feeling are likely to be made in the Home Rule Bill when it comes up again in a few weeks' time for consideration, clause by clause, in committee.

The Government has found that a great deal of opposition to the measure is based upon its financial clauses, and is prepared to modify them to meet the views of critics. One of the chief points on which the abortive convention of 1917 broke down was the impossibility at that time to get the British Government to consent to giving Home Rule Ireland control of its customs.

The Government is now prepared to change its attitude on this point. As the bill reads to-day the two new Irish Legislatures will not be permitted to levy any excise duties on manufactured articles or customs duties on account of the risk of Ulster and South Ireland embarking on a tariff war, and the only promise held out to the Irish is that after the two Legislatures are united, control of the customs and excise may be transferred to the new Irish Parliament.

Provided the British Parliament agrees, it is now likely that the Government will consent to an arrangement by which power to levy excise duties will pass automatically to the Irish Parliament as soon as it is set up. Definite pledges may also be inserted in the bill as to the speedy transfer of control of the customs.

ARMENIA TO BE A FREE STATE

Boundaries Defined—Norway and Sweden to Assist in Establishment. A despatch from London says:—Armenia, as defined by the Supreme Council at San Remo, consists of the Republic of Erzerum, Bitlis and Van, says a San Remo despatch to the Daily News.

The Supreme Council has abandoned the idea of giving the mandate for Armenia to the League of Nations as a result of objections raised by the Council of the League of Nations, and will ask neutral Norway and Sweden to help the Armenian people establish a free state, an international loan being floated to finance it, says a Havas despatch from San Remo.

Dedagatch, the important Aegean port which for so long has been a bone of contention in the Balkans, is to be controlled by an international commission. Greece is to evacuate the valley of the Meander, but she retains Smyrna together with the Hinterland.

Explorer Amundsen Has Reached Siberia

A despatch from Nome, Alaska, says:—A wireless flash from Anadir, Siberia, announces the presence there of Judson Amundsen, the explorer. The details and manner of his arrival are not given.

The message from Anadir suggests that the explorer may have reached that point with a vessel. Last August Roald Amundsen was reported to be drifting, in his ice-locked schooner Maud, somewhere north of western Siberia. Nothing has been heard from Amundsen directly since September 1, 1918, when his schooner was reported to be taking oil for her motors at Dixsob Island, a White Sea point.

From the White Sea Amundsen expected to drift east with the ice to the new Siberian Islands, which lie in the Arctic off Siberia. At the new Siberian Islands it was believed the drift would carry him toward, if not across, the Pole. The explorer is reported to have carried two airplanes as part of his equipment.

He expected to use these if he found the drift would not carry him across the "top of the earth." The rule of the road is to turn to the right—and the same holds true morally. There is nothing too severe to be said about the dirt roads in the spring, but it is well to remember that talk never mended a chuck hole.

Britain to Get Three German Ships

A despatch from London says:—Britain is preparing to make a strong bid for the three largest German passenger ships now building and due to the allies under the Versailles treaty—the Bismarck, Columbus and Hindenburg, aggregating 126,000 tons.

New Canadian Dry Dock

An enormous dry dock, 1150 ft. long, 133 ft. wide, and 42 ft. deep at high tide, is being built at St. John, N.B., by the Canadian government. The dock, which will easily hold the largest ships, is so arranged that a 650-ft. or 500-ft. section of it may be used alone.

Question of Canada's Next Governor-General

A despatch from London says:—Although it is practically certain that the Duke of Devonshire will return to Canada to finish all or part of his term as Governor-General, some quiet lobbying has been going on recently in connection with the appointment of a successor. A large section of the London press will have it that the Earl of Athlone, who, as Duke of Teck, was practically assured of the post had it not been for the war, is to have it now. Another name recently mentioned is that of the Duke of Sutherland. It is said that the Duke and Duchess would not be averse to a term as vice-regents. The Duke has large land interests in Canada, principally in Northern British Columbia.

He is young, however, only 32, and doubt is expressed whether he would be a sufficiently solid nominee for such a position. An appointment which would meet with more favor would be that of Lord Byng of Vimy.

Death-Defying Professor

An airtight glass cage was constructed with two compartments, one for sleeping in, and the other fitted up with facilities for writing down his sensations, and a bicycle on a pedestal for exercise.

CAILLAUX ACQUITTED OF HIGH TREASON

Former Premier of France is Guilty on Lesser Count. A despatch from Paris says:—Joseph Caillaux, former Premier of France, and twice Minister of Finance, stands convicted of having placed his personal ambition during the war higher than the interests of the country that honored him and gave him birth. Caillaux, while escaping conviction for high treason, was found to have been recklessly imprudent and very close to treasonable ambitions, for such is the interpretation of the verdict of "Guilty of commerce and correspondence with the enemy," which was rendered on Thursday against him by the French Senate.

This is the first verdict of the sort rendered in any of the allied countries since the war began. "Commerce," as interpreted by the Senators who were judges, not meaning financial trading, but commerce by means of common ideas, while "correspondence" in this particular case is employed in the sense of association.

Skins taken too late in the season are given different names by the buyers. Each name means practically the same thing. The most common are: "spring," "overprime," "shedders," "rubbers." It is a waste to catch such pelts. Trappers ought to pull up their sets as soon as any signs of deterioration are noticed. By doing this, and obeying the laws, our valuable fur-bearing animals will be conserved.

A Letter From London

It is not generally known that Princess Mary is quite a good typist, although she usually prefers to write her own letters by hand. She keeps up an animated correspondence with her brothers. Just now the Princess's greatest desire is to get a trip abroad. Hitherto she has had rather a stay-at-home life, and she feels that she wants to see more of the world.

General Sir Arthur Sloggett, our first Director of Medical Services in France, can boast of having been shot through the heart. At the massacre of Adowa the Abyssinians took large stores of Italian rifles and ammunition. Later on, in a scrap between Menelik's men and dervishes, a good deal of this booty again changed hands. At Omdurman, Sir Arthur, riding beside the Sirdar, was struck by one of these Italian bullets, nicked and of extremely small calibre, which went clean through the muscle of his heart and out again. Sir Arthur was out and about again within a few weeks.

Mr. T. P. O'Connor, more than anyone else, helps to keep alive an old custom of the House of Commons—that is, the custom of taking snuff. Since the time of the Stuarts the chief messenger at the entrance of the chamber has kept a large box of snuff for the use of members. Mr. Winston Churchill from time to time helps to maintain the tradition. And on rare occasions I am told that Mr.

Cattle Industry in Canada is Growing

During the year ended December 31, 1919, Canada's export trade in live cattle exceeded 500,000 head and was valued at \$50,000,000, or at a sum almost equal to the combined values of live cattle exports during the five previous fiscal years. Over ninety per cent. of the exported cattle went into the United States either as butcher cattle or as stockers and feeders.

During the same period the Dominion exported 112,709,517 pounds of fresh and pickled beef, valued at \$20,937,848. The total export value, therefore, of the cattle industry during the calendar year 1919, exclusive of canned meats, exceeded \$70,000,000.

Perfectly Safe

A well-dressed and charming young lady hailed a four-wheeler, since there was no taxi in sight. Just as she was getting in she noticed that the horse seemed inclined to be frisky. He was jumping about and swishing his tail in a way that alarmed her—she was a timid little thing. So she addressed a few words to the aged Jehu. "I hope," she said, smiling bravely, "that you will not run away with me." The cabman sighed mournfully. "No, mum," he replied. "I have a wife and seven kids at home already."

REG'LAR FELLERS—By Gene Byrnes

LET'S GO OVER AN' CALL FOR PLUCKO REARDON

I DOWNNA CALL FOR HIM—HE'S A DUMBELL HE DON'T KNOW ANYTHING

HE THINKS MILK GROWS IN CANS

I DIDN' KNOW HE WAS AS DUMB AS THAT—ANYBODY KNOWS MILK GROWS IN BOTTLES

FROM STOWAWAY TO CAPTAIN

LIFE FULL OF ROMANCE AND ADVENTURE. Captain Turner Commanded the Lusitania and Survived a Later Shipwreck.

A dark night, a heavy sea-fog, and a big sailing ship twenty-four hours out of Glasgow. Suddenly a grinding crash, the ship staggers forward, stops short, and remains hard and fast on a reef.

The fog lifts a little, and to the relief of those on board land is seen only a ship's length away. As the tide drops and daylight comes the ship is left practically high and dry, and the crew carry the passengers ashore on their backs.

Standing forward, a small boy of eight watches it all with eager eyes, until at last he too is lifted over the side and taken across to firm ground.

That was in 1864, and the small boy whose first experience of the sea was shipwreck was destined to become the most famous of all the great captains of the British mercantile marine.

Captain Turner, known to all the world as the commander of the ill-fated Lusitania, was born at Everton sixty-four years ago. It was with his father that he took his first voyage.

This ugly experience did nothing to daunt the boy, and five years later, at the age of thirteen, young Turner was discovered aboard the sailing ship White Star, in which his father was mate. He had stowed away. He was taken on as deck-boy, and on this voyage went almost round the world.

A Meteoric Rise. His father was then given command of the Queen of Nations, and they went to the desolate Guanope Islands, and loaded fertilizer for English fields. Coming back around Cape Horn, they ran into fearful weather. The cargo shifted, the ship took a fearful list, and all hands were set to work to jettison the filthy, ill-smelling fertilizer. The ship crawled to the lonely Falkland Islands, and there lay three months getting repaired.

It would be a book to describe all young Turner's voyages and adventures during the next few years. In 1876 he had the good luck to join the Royal Alfred, and before the voyage was over he was third mate.

After that the young officer's rise was meteoric, and in 1878, at the age of twenty-two, he was first officer in the Cunarder Cherbourg.

Oddly enough, he did not remain with the company whose best-known officer he was destined to become. In 1879 he joined a Glasgow ship as second officer. Later he was in the City of Chester when she broke her tall shaft in the Atlantic, but was luckily picked up and towed into Halifax.

In 1903 he had his first Cunard command, the Aeppo, and since then he has commanded almost every great steamer in the fleet, including the splendid but ill-fated Lusitania.

The captain was on the bridge when struck," Lord Mersey has recorded, "and remained there, giving orders till the ship foundered. He was in the water three hours, and was only rescued by chance. He exercised his judgment for the best, and it was the judgment of a skilled and experienced man."

Such an experience would have finished most men of sixty. It did not break Captain Turner's nerve. Eighteen months later we find him in command of the big Ivernia, carrying 2,500 troops from Marseilles to Alexandria.

Seventy miles off Crete a German torpedo struck her amidships, and the explosion killed a number of the crew. But the boats were swiftly lowered, and the troops quickly but quietly got aboard. As usual, Captain Turner stayed with his ship, but just before the poor Ivernia rolled over and sank, he and his officers were taken off by a trawler.

Watery Wisdom. Water accounts for just short of three-fourths of the body's weight. Sea water is continually getting saltier. If the bubbles on poured out water linger before breaking, the water is impure. The quickest way to get warm is to sip hot water. Alum will at once clean cistern water by precipitating impurities to the bottom. Six pints a day is the body's requirements of water. Fat people, and those out of condition, have as much as five pounds of useless water in their tissues. Soft water is water minus any organic matter. The salt in sea water is gathered by rivers from the earth, and discharged in the sea. The frat mirrors were pools of water. Stagnant water, a breeding place for mosquitoes, can be rendered innocuous by coating it with paraffin. Men and animals die much sooner if deprived of water than if deprived of food. The flat taste of filtered water can be remedied by pouring it at a height from one jug to another, which re-aerates it.



AFTER YEARS OF CLIMBING.

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