Dominion News in Brief

Halifax, N.S.—An experiment to determine the yield and sugar content of sugar beets under ordinary farm condition in Nova Scotia, was conducted in Pictou county last summer on about fifty farms. The average yield per acre was from 10 to 14 tons, while analysis showed sugar content of from 18 to over 20 per cent. This work was undertaken at the instigation of the Provincial Dept. of Agriculture to determine the feasibility of establishing a beet sugar industry in the province.

Saint John, N.B.—Already fifty-nine inquiries have been received by the New Brunswick Automobile Association from prospective visitors asking for camp accommodation during the summer months. The number of permits issued to cars at point of entry during 1925 was 14,166, more than 4,000 in advance of the previous year. It was estimated that 80,000 tourists had entered the province from the United States, in addition to those from other parts of Canada last year.

Quebec, Que.—Quebec's lumber cut for the winter of 1925-26 is expected to be about 1,500,000,000 feet, it was stated by G. A. Piche, Chief Forester of the Provincial Government. Lack of snow throughout the province has made very little difference in lumbering operations in the 350 camps that have been opened. The 1925-26 cut is expected to be completed somewhere about the middle of April.

Fort William, Ont.—The demand for peeled pulpwood by American paper mills is increasing to such an extent that local contractors are predicting a new summer industry for the Head of the Lakes and district. It was stated that a contract has been awarded for 10,000 cords of peeled wood and that the wood will be done by the Fort William contractor employing upwards of 300 men between May and the end of July or August. Other contractors are said to be on the point of closing negotiations for an equal amount of wood for export.

Winnipeg, Man.—Five thousand settlers are in sight for Canada this year under the Land Settlement scheme, according to Major John Barnett, chairman of the Soldier Settlement Board. "The majority will come from Great Britain and will be prepared to take root in Canadian soil, as whole families will come out together," Major Barnett said.

Edmonton, Alta.—The leasing of Muskeg Lakes in Northern Alberta for the purpose of raising muskrats for the fur trade, is a new industry that is under way.

Saskatoon, Sask.—Saskatchewan has shown tremendous strides in the automobile business, according to license figures which have been compiled since 1906. In that year 22 automobile licenses were issued. In the following year there were 55 cars in the province and in 1911 the 1,000-mark was passed. When the war broke out in 1914, there were 8,027 cars in the province. Last year the number was over 70,000 and it is expected that another 10,000 will be added this year.

Vancouver, B.C.—Hop production in Canada will be doubled, the Provincial Dept. of Agriculture states, when 1,000 acres are to be purchased for this purpose, on the reclaimed area at Lake Bed at a cost of $250,000 and brought under cultivation.

AVALANCHE KILLS 57 PERSONS IN UTAH

Many Miners Still Buried Under Debris in Narrow Canyon —Fire Adds to Horror.

A despatch from Bingham says:—Upward of 57 lives were snuffed out when a snowslide thundering down the mountainside buried the little Highland Boy mining settlement at the foot of Sap Gulch, near here. It was feared the toll might mount to 75.

As the mass of snow accumulated from the heaviest snow storm of the winter, let loose on the mountainside above the Gulch, in which are located the Utah-Delaware and Utah Apex Mines, it swept trees and rocks with it and filled the narrow canyon, which is only 700 feet long.

Men, women and children were caught without warning when the avalanche struck the McDonald boarding house and a smaller one near by conducted by a Mrs. Rimby. A small church and about twenty miners' cabins, lining both sides of the gulch, were buried or swept away. The boarding-house and cabins, heated with stoves, caught fire, as they were crushed in the snowslide. Many of the victims were terribly burned, and identification of the bodies was extremely difficult.

The entire first shift of the Utah-Delaware mine was coming off duty when the slide swept the gulch sides clean and filled it with debris. It was with a sudden, thundering roar that the slide bore down the mountainside, said persons outside its path.

A later despatch from Bingham says:—Workers continued digging in the debris resulting from the snowslide in Sap Gulch, near here, despite the bandonment of hope that any of the entombed persons might yet be alive. It was believed that they would have frozen to death by this time.

The number of known dead was increased late on Thursday to 38, with the recovery of the bodies of a man and a boy from the ruins. About 30 remained missing. The exact number may not be known until spring, when the snow melts, an official said, explaining that only a small portion of the devastated area could be cleared of all snow.

Sentries patrol the ridges surrounding the gulch in fear of another slide. Much snow remains on the mountain sides, and it could easily bring about another disaster as serious as the present one, since the lives of hundreds of miners now digging in the debris would be in danger.

COAL MINING STARTS AFTER 6 MOS. IDLENESS

Man Fatally Injured—Labor Disputes in Some Areas.

A despatch from Scranton, Pa., says:—One fatal accident was reported at anthracite collieries throughout the region which resumed operations after being idle since Sept. 1. The victim, John Luzanbak, aged 30, of this city, walked into a pocket of black damp Thursday morning in the Sloan Colliery of the Glen Alden Co. a few hours after he had descended the shaft. He was removed to a hospital unconscious and died within an hour.

Mining was resumed Thursday morning after nearly six months of idleness. The workers came out in droves at all collieries as early as 5 o'clock waiting to be lowered into the mines. The first trains hauling the precious fuel to market were en route to distant communities early in the afternoon. About 20 per cent. of normal daily production, coal company officials say, was reached Thursday.

Colliery foremen predict that maximum production will be reached by March 1.

Two collieries were idle Thursday. At one, No. 41 shaft of the Pennsylvania Coal Co. at Pittston, there was a dispute about the number of docking bosses to be employed. The company placed one man on the job, while the union requested two. They refused to work until the dispute was adjusted.

Famous Bridge Engineer Dies After Long Illness

Montreal, Feb. 21.—Phelps Johnson, Chairman of the Board of Directors of the Dominion Bridge Co., and its former president, died this morning in the Royal Victoria Hospital here. He was born in 1849, coming to Canada from the United States.

Mr. Johnson was acting as First Vice-president of the Dominion Bridge Co. when the feat of spanning the St. Lawrence River with a steel cantilever bridge received a tragic check with the collapse of the southerly portion and the death of 75 workmen. Mr. Johnson played a prominent part in the revision of plans that followed the accident, and it was he who invented the so-called "K" web system upon which the new bridge design was based. On Dec. 11, 1916, a huge suspended span weighing 5,100 tons fell into the river while being hoisted into place and several workmen lost their lives.

"They Shall Not Pass."

Louis Curotte, Indian goalkeeper of the Caughnawaga hockey team, Indian village, near Montreal, who is said to be one of the largest "goalies" in the world. He weighs 400 pounds. He is manager of the local baseball team.

HERO OF ZEEBRUGGE DIES IN SWITZERLAND

Capt. F. H. Sandford Commanded Picket Boat Which Rescued Sub. Crew.

A despatch from London says:—Britain is mourning the death in Switzerland of Captain F. H. Sandford, second of the heroic Sandford brothers who blocked the mole of Zeebrugge during the war. The younger brother, Lieutenant R. D. Sandford, commanded the powder-laden submarine C3, which he steered between the piles of the viaduct, where he lighted the fuse and abandoned her.

Captain E. H. Sandford commanded the picket boat which followed the submarine to rescue, if possible, the crew of which his brother was leader. The picket boat picked up members right under the nose of the garrison and started to Dover. A few seconds later a ton of explosives on the submarine blew up, blocking the mole and preventing the Germans using Zeebrugge any more as a naval base.

The younger Sandford died in 1918.

Storm Prevents Pilots from Leaving Ships at Halifax

New York, Feb. 21.—Two pilots from Halifax arrived in port to-day as non-optional visitors to New York—Leo De Luchery on the White Star liner Arabic and Frank MacKey on the Holland-American liner Volendam. Both had taken their ships into Halifax Friday, but were unable to debark when the vessels ran into a blizzard while leaving port a few hours apart.

MacKey is getting used to this sort of thing, for although it is his first trip to New York he has been carried to Europe five times, once to Bermuda and once to South America. In each case the storms off Halifax prevented him from regaining the pilots' boat.

Archbishop Roy of Quebec Dies in Montreal

Quebec, Feb. 21.—Archbishop Roy died at seven o'clock last night in the St. Francoise d'Assise Hospital, after a long and painful illness.

The deceased prelate had been suffering for some considerable time past from cancer of the intestines, and it was due to this malady that he was unable to officiate at the ceremonies attendant upon the funeral of the late Cardinal Begin, last July.

Archbishop Roy succeeded Cardinal in the archiepiscopacy after having been bishop-coadjutor of Quebec from 1908.

TORONTO YOUTH MEETS DEATH ICE BOATING

Car Plunges Into Open Water of Bay—Three Friends Escape.

A despatch from Toronto says:—A 20-year-old boy was drowned and two teen-age girls and a 19-year-old boy had a miraculous escape from a similar fate when an ice-boat in which they were riding swept off solid ice and plunged through floating blocks into the water of the Bay near the Eastern Gap.

The dead lad is Reginald Helston, aged 20, of 96 Dixon Ave.

The rescued are: Carl Crockett, aged 19, 20 Norway Ave.; Mabel Hescott, 631 Bathurst St., and Belvie Meehan, aged 17, of 9 Norway Ave.

Helston's body was found at 1.20 this (Thursday) morning, four hours after the accident, in 30 feet of water, a short distance from where the boat went off the ice.

The accident happened shortly after 9 o'clock in the evening. It was marked by a tragedy, by a display of courage, by a thrilling rescue.

Under gloomy skies the ice boat went skimming across the Bay. In the pit were the two girls and Helston. Crockett was at the rudder. The boat circled and headed for what seemed to be sheer ice. Then the ice split into blocks. What had appeared to be the glazed ice surface was open water.

The boat shot off into this, turned half over and submerged.

The four young persons disappeared into the water. Crockett grabbed the boat. The girls bobbed up from the water. Belvie Meehan also was able to seize the boat. Crockett threw his arm about Mabel Hescott and pulled her to the boat. Helston disappeared.

The trio called for help, but in vain. Then Crockett, leaving the girls clinging to the boat, swam to a floating block of ice. After a struggle he was able to pull himself out of the water. Then he started off across the ice floes to a more solid surface and on to the shore, a mile and a half away.

Almost on the verge of collapse he reached an office on the docks at the foot of Bay Street. Here a call was put in to the police and life-savers.

GREAT BRITAIN LEADS IN RAILWAY SAFETY

1,700,000,000 Train Rides Reported Without Single Fatality.

London, Feb. 21.—Great Britain claims world leadership in railway safety. Last year only one passenger was killed in a train accident.

In the present century there have been two years—1901 and 1908—without a fatality, and in 1909, as in 1925, only one was killed, while in 1916, 1919 and 1923 there were only three. As 1,700,000,000 passenger journeys are made by train every year, chance of death is infinitesimal.

The problem of railway transportation in Great Britain is entirely different from the in the United States. Long hauls are negligible. Sleeping cars are needed only in two directions from London, toward Scotland, a short night's run, and to Plymouth. But in the many thickly populated districts of the country railway tracks form a network such as exists in America only near New York, Chicago and other large cities.

King of Bulgaria Saves Poor Peasant from Imprisonment

A despatch from Sofia, Bulgaria, says:—Intervention by King Boris has saved a poor peasant living near the royal summer palace at Varna from a term of imprisonment. The King's lowly neighbor stole a cartload of oats from the royal barn and was arrested. The case came up on Friday and the King asked that he be released, saying:

"I cannot permit the prosecution of my neighbor. I am rich and he is poor. No wonder he wanted to load his wagon with my oats! He will live in neighborly relations with me in the future."

The Best Things.

Whatever is best is safest; lies out of the reach of human power; can neither be given nor taken away.—Bolingbroke.

AUTO ACCIDENT AT LEVEL CROSSING

Two Killed, Three Injured, When Electric Car Strikes Motor Near Grimsby.

Grimsby, Ont., Feb. 21.—An automobile accident which proved fatal occurred Saturday about a quarter of a mile west of the town known as Schwabs' Corners within the limits of Grimsby. A touring car containing five St. Catharines people, Hanna Hagan, Florence Hawes, Emma Hawes, Mrs. F. Hawes and Fred Hawes, was returning west on the Provincial highway. At this point the Hamilton-Grimsby and Beamsville electric road turns crossing the highway going north on Kerman Ave.

As the motor car approached the railroad crossing the 6.10 car from Hamilton, which would be due at this point about 7 o'clock, was turning the corner, and according to eye-witnesses, the driver of the auto slowed down, but not soon enough. The front of the electric car struck the auto fairly in the middle, driving it sideways into a huge snow bank, pinning it there and throwing the occupants out. The impact was so great that all five passengers were badly injured. They were moved to a nearby residence and Doctors McLay and McMillan called, who administered first aid. Two ambulances from Hamilton removed the injured to the General Hospital at Hamilton where Florence Hawes, aged 12 years, passed away at five o'clock this morning, and F. Hawes, the only man of the party, at 8 o'clock to-night.

The conditions of the other patients were reported to be fairly good and all will recover, it is expected. Their injuries are as follows: Mrs. Florence Hawes, lacerations of the scalp and suffering from shock; Miss Emma Hawes, fracture of left shoulder, body bruises and suffering from shock; Mrs. Hannah Hagan, laceration of the right hand, body bruises and suffering from shock.

The auto party were on their way to a concert being held at the I.O.O.F. Temple, Hamilton.

TORONTO BOY'S DEATH DUE TO TINY SLIVER

Father Gave Blood in Vain Effort to Save Son's Life.

Toronto, Feb. 22.—A tiny sliver in the left foot is believed to have been the cause of the death yesterday in the Western Hospital of little seven-year-old Kingsley Brown, son of Mr. and Mrs. Arthur B. Brown, 72 Warren Road.

A fortnight ago the boy recited at the Timothy Eaton Memorial Church anniversary services. Two or three days afterwards he developed a pain in the foot. His father extracted a minute sliver, but the pain continuing, the boy was taken to the Western Hospital on the 17th. It was found that there was an infection of the bone. Dr. C. L. Starr and Dr. T. J. Page attended to the case and the bone was opened and the pus withdrawn.

In the meantime it was found that the infection had got into the main blood stream. On the 18th a blood transfusion was given, with the boy's father offering himself as the subject, but the effort proved in vain, Kingsley passing away shortly before noon yesterday.

Aquitania is Damaged by Huge Ocean Wave

A despatch from New York says:—The liner Aquitania, which passed through the great storms of Jan. 24 and 25 without a scratch, docked on Wednesday, 18 hours late, with damages resulting from a huge wave which touched her 60 feet above the water-line, after coming from an otherwise ordinary sea. The wave knocked the "Q" from her name inscription on the port side, broke a 60-foot cargo boom into three pieces, smashed windows in portholes in the chart-house and flooded some of the officers' cabins.

Following Directions.

Doctor—"What! your dyspepsia no better? Did you follow my advice and drink hot water one hour before breakfast?"

Patient—"I did my best, but I couldn't keep it up more than ten minutes."

THE MARKETS

TORONTO.

Man. wheat—No. 1 North., $1.67½; No. 2 North., $1.63¾; No. 3 North., $1.60¾.

Man. oats—No. 2 CW, nominal; No. 3, not quoted; No. 1 feed, 47½c; No. 2 feed, 45½c; Western grain quotations on c.i.f., bay ports.

Am. corn, track, Toronto—No. 2, yellow, 90c; No. 3 yellow, 88c.

Millfeed—Del. Montreal freights, bags included: Bran, per ton, $30.25 to $31.25; shorts, per ton, $32.25 to $33.25; middlings, $39.25 to $40.25; good feed flour, per bag, $2.30.

Ont. oats—40 to 42c, f.o.b. shipping points.

Ont. good milling wheat—$1.33 to $1.35, f.o.b. shipping points, according to freights.

Barley—Malting, 63 to 65c.

Buckwheat—No. 3, 68c.

Rye—No. 2, 85c.

Man. flour—First pat., $9.10, Toronto; do, second pat., $8.60.

Ont. flour—Toronto, 90 per cent. pat., per barrel, in carlots, Toronto, $5.95; seaboard, in bulk, $5.95.

Straw—Carlots, per ton, $9 to $9.50.

Screenings—Standard, recleaned, f.o.b. bay ports, per ton, $22.50.

Cheese—New, large, 22c; twins, 22½c; triplets, 23c; Stiltons, 24c. Old, large, 28 to 30c; twins, 29 to 31c; triplets, 30 to 32c.

Butter—Fine: creamery prints, 48c; No. 1 creamery, 46 to 47c; No. 2, 45 to 46c. Dairy prints, 41 to 42c.

Eggs—Fresh extras, in cartons, 42 to 43c; fresh extras, loose, 41 to 42c; fresh firsts, 37 to 38c; storage extras, 28c; storage firsts, 25c; storage seconds, 21 to 22c.

Dressed poultry—Chickens, spring, lb., 32c; hens, over 4½ to 5 lbs., 24 to 26c; do, 3 to 4 lbs., 22c; roosters, 22c; ducklings, 5 lbs. and up, 30 to 32c; turkeys, 35c.

Beans—Can. hand-picked, lb., 6c; primes, 5 to 5½c.

Maple produce—Syrup, per imp. gal., $2.40; per 5-gal. tin, $2.30 per gal.; maple sugar, lb., 25 to 26c.

Honey—50-lb. tins, 11½ to 12c per lb.; 10-lb. tins, 11½ to 12c; 5-lb. tins, 12 to 12½c; 2½-lb. tins, 14 to 14½c.

Smoked meats—Hams, med., 28 to 30c; cooked hams, 42 to 45c; smoked rolls, 22c; cottage, 25 to 27c; breakfast bacon, 32 to 36c; special brand breakfast bacon, 33 to 39c; backs, boneless, 37 to 45c.

Cured meats—Long clear bacon, 50 to 70 lbs., $22; 70 to 90 lbs., $20.50; 20 lbs. and up, $19.50; lightweight rolls, in barrels, $43.50; heavyweight rolls, $39.50 per barrel.

Lard—Pure tierces, 18½ to 19c; tubs, 19 to 19½c; pails, 20 to 20½c; prints, 21 to 21½c; shortening tierces, 14 to 14½c; tubs, 14¾ to 15c; pails, 15¼ to 15½c; blocks, 16½ to 17c.

Heavy steers, choice, $7.50 to $8.25; do, good, $7.25 to $7.50; butcher steers, choice, $7 to $7.50; do, good, $6 to $6.75; butcher heifers, choice, $6.50 to $7.25; do, good, $6.00 to $6.50; do, med., $5.50 to $6; do, com., $5 to $5.50; butcher cows, choice, $5.50; do, fair to good, $4 to $4.50; butcher bulls, good, $4.50 to $5.50; bolognas, $3.25 to $3.75; canners and cutters, $2.25 to $3; springers, choice, $85 to $100; good milch cows, $70 to $80; medium cows, $45 to $60; feeders, good, $5.75 to $6.50; do, fair, $5 to $5.50; stockers, good, $4.75 to $5.50; do, fair, $4.50 to $4.75; calves, choice, $13.50 to $14; do, good, $12 to $12.25; do, grassers, $5 to $5.25; good light sheep, $7 to $8; heavies and bucks, $5.50 to $6.50; good lambs, $13 to $13.50; do, med., $12 to $12.50; do, bucks, $9 to $10.50; do, culls, $10 to $11; hogs, thick smooths, fed and watered, $14.10 to $14.35; do, f.o.b., $13.50 to $13.75; do, country points, $13.25 to $13.50; do, off cars, $14.50 to $14.75; select premium, $2.77 to $2.82.

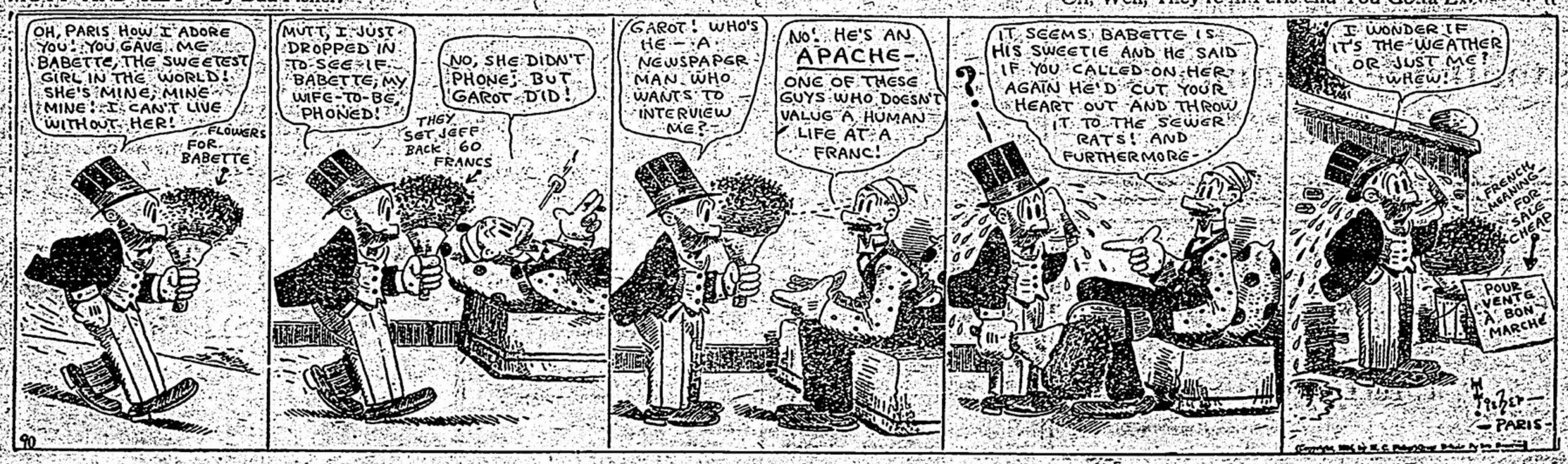
MONTREAL.

Oats, Can. West., No. 2, 61c; CW, No. 3, 57c; extra No. 1 feed, 54c. Flour, Man. spring wheat pats., firsts, $9.10; seconds, $8.60; strong bakers, $8.20 to $8.40. Bran, $30.25. Shorts, $32.25. Middlings, $39.25. Hay, No. 2, per ton, car lots, $13 to $13.50.

Cheese—Finest wests, 21 to 21½c; Butter, No. 1, pasteurized, 44 to 44½c; No. 1 creamery, 43 to 43½c. Eggs, storage extras, 32c; do, firsts, 27c; do, seconds, 22c; fresh extras, 43c; fresh firsts, 39c. Potatoes, Quebec, per bag, car lots, $2.80.

Heir is Expected by Duke and Duchess of York

A despatch from London says:—The Duchess of York is expected to become a mother in April, it is now definitely known. The Duke and Duchess, after searching for some time for a permanent London home, have leased 40 Belgrave Square. The house adjoins that occupied by Prince and Princess Arthur of Connaught.

MUTT AND JEFF—By Bud Fisher.

Oh, Well, They're in Paris and You Gotta Excuse Mutt