

THE NEW FEDERAL GOVERNMENT

Ottawa, Sept. 26.—The new Government of Canada, the members of which were sworn in on Saturday, is as follows:

Prime Minister, Secretary of State for External Affairs, and President of Privy Council—Right Hon. William Lyon Mackenzie King.

Minister of Finance and Receiver-General—Hon. James A. Alexander Robb.

Minister of Justice and Attorney-General—Hon. Ernest Lapointe.

Minister of Railways and Canals—Hon. Charles Avery Dunning.

Minister of the Interior, Minister of Mines, and Superintendent-General of Indian Affairs—Hon. Chas. Stewart.

Minister of Public Works—Hon. John Campbell Bisset.

Minister of Agriculture—Hon. William Richard Motherwell.

Minister of Trade and Commerce—Hon. James Macleod.

Minister of Customs and Excise—Hon. William D. Euler.

Minister of Soldiers' Civil Re-establishment and Health—Hon. Dr. James Horace King.

Minister of Immigration and Colonization—Hon. Robert Forke.

Postmaster-General—Hon. Peter John Veniot.

Minister of Marine and Fisheries—Hon. Pierre Joseph Arthur Cardin.

Solicitor-General—Hon. Lucien Cannon.

Secretary of State—Hon. Ferdinand Rinfret.

Minister of Labor—Hon. Peter Heenan.

Minister without portfolio and Government Leader in the Senate—Hon. Raoul Dandurand.

The portfolio of National Defence will be allotted, it is likely, to Lieut.-Col. James Layton Ralston, Nova Scotia.

NEW GOV. GENERAL SAILS FOR CANADA

Lord and Lady Willingdon and Suite Bidden Bon Voyage by Representative Throng.

Southampton, Sept. 25.—In brilliant weather and surrounded by a crowd of well-wishers, Lord Willingdon, Canadian Governor-General designate, and Lady Willingdon, left Waterloo station this morning on a journey which will end at Rideau Hall, Ottawa.

The party immediately accompanying the new Governor of the Dominion and his consort comprise the following: Mrs. Snow, wife of the Controller of the Household; R. B. Osborne and Mrs. Osborne, Captain Price-Davies, Viscount Hardinge, A. D. C., Captain the Hon. J. Jervis, A. D. C.

His Majesty the King was represented at Waterloo station by Viscount Hambleden. The gathering on the station platform represented the many different parts of the Empire with which Lord Willingdon has been so closely connected, particularly picturesque was the figure of Sir Rabin-dranath Tagore, the famous Hindoo poet; Lt. Col. L. C. Amery, Secretary of State for Dominion Affairs, and Mrs. Amery, arrived early, and also early on the scene was Lt. Col. Sir Ronald Waterhouse, principal private secretary to the Prime Minister, who represented Premier Baldwin.

The High Commissioners of the Dominions, with the exception of Hon. P. C. Larkin, were present, also, Lucien Racaud, secretary to the Canadian High Commissioner in London; and H. P. Lemieux, Agent-General of Quebec. Relatives and personal friends of Lord and Lady Willingdon were in the gathering.

Ice Boxes in Europe.—Although only one family in ten has an ice box in Germany, there are more small ice boxes there than in any other European country.

Modernizing of Castle Done to the Queen's Taste

Ladies-in-waiting to Queen Mary no longer shiver miserably while on duty at Balmoral Castle, as they did in the days of Queen Victoria. The castle has been modernized, and the minister in attendance to the King needs no longer to use his bed as a writing table and his chimney as a smoking room.

The task of bringing the castle into line with modern ideas of comfort and sanitation started in King Edward's reign; has just been completed. Though the interior furnishings are quite simple, the castle is homelike, and this year for the first time is not the uncomfortable draught-riddled home which Queen Victoria regarded with such affection.

Streets in Birmingham Yield Precious Metals

The streets of the great jewelry quarter in Birmingham are paved with gold and silver. That this is not only a picturesque metaphor was disclosed by the discovery that the floorboards of a shop in the jewelry quarter when reduced to ashes yielded enough precious metal dust to cover the cost of new flooring and the labor of laying it down. The city salvage department is now considering a special treatment of road sweepings in the gold and silver district in order to extract the valuable dust.

Motor Vessel Launched for Canadian Cattle Trade

London, Sept. 23.—The motor vessel Modavia, which is being built by Vickers, Limited, for the Donaldson Steamship Line, Montreal, was launched at Barrow-in-Furness, Lancashire, today. The new boat is designed for service in the Canadian cattle trade and also for carrying refrigerated foodstuffs and a general cargo.



Lord Byng Bids Farewell.

For a long time Lord Byng talked and shook hands with the 100 men of the Toronto Regiment, of which he is honorary colonel, at the Union Station before departing to Ottawa from his last vice-regal visit to Toronto. The guard of honor made a colorful picture, with the men in khaki service uniforms, campaign medals, and the King's colors and the band in red coats. The photograph shows Lord Byng in conversation with Major H. A. Alley, O.B.E., who commanded the guard.

MINIATURE CYCLONE STRIKES PETROLEA

Bean Growers Suffer Losses Estimated at Over \$100,000.

Petrolea.—Torn loose from the main body of the terrific electrical and wind storm that swept through Ohio leaving a trail of ruin in its wake, a miniature "twister" struck Petrolea and departed soon afterward, but not before it had left considerable evidence of its visit.

No loss of life or injuries were reported, but property damage resulted estimated at \$10,000. Telephone connection with many points to the south was disrupted. Nearly forty hydro poles were broken and a cessation of power caused for nearly three hours.

The houses of Len Wilson and Mrs. Trowbridge were blown over with the occupants inside. Ten barns were partially wrecked, and the forest of oil derricks, some seventy-five in number, were flattened. Two drilling outfits were badly damaged.

When the storm had spent its fury the main streets were strewn with branches and young trees which the gale had uprooted, and traffic was suspended until the debris was cleared away. The city was shrouded in darkness for an hour before and during the storm, and the streets were veritable rivers in the deluge. It was the worst storm in the history of the town.

As far as can be gauged, the "twister" started its career of destruction about five miles north of here, and was losing its effect as it passed through the outskirts of the town to the south and east.

St. Thomas.—One farmer estimated the loss from rains to bean growers alone at more than \$100,000. Tobacco growers also will lose heavily, unless warm, dry weather ensues for a week or more, as the rains have retarded them greatly in cutting tobacco.

SNOWSTORM FOLLOWED BY WARM WEATHER

Prairie Farmers Expect Early Resumption of Harvesting.

Winnipeg, Sept. 26.—Warm, sunny weather was reported generally from the Prairie Provinces over the weekend and farmers are hopeful that a general resumption of harvesting will be possible in a few days.

Southern Saskatchewan reported temperatures as high as 80 degrees above zero, with a good drying wind. Alberta experienced a warm wave, and in Manitoba the thermometers rose gradually throughout yesterday and today with warmer weather in prospect for to-morrow.

THE MARKETS

TORONTO

Man. wheat—No. 1 North, \$1.54 1/2; No. 2 North, \$1.47 1/2; No. 3 North, \$1.42 1/2.

Man. oats—No. 2 CW, nominal; No. 3, not quoted; No. 1 feed, 59c; No. 2 feed, nominal; Western grain quotations in c.i.f. ports.

Am. corn, track, Toronto—No. 2 yellow, 53c; No. 3 yellow, 91c.

Milled—Del. Moutrea, freights, bags included: Bran, per ton, \$29.25; shorts, per ton, \$1.25; middlings, \$28.25; good feed flour, per bag, \$2.30.

Ont. oats—42 to 44c f.o.b. shipping points.

Ont. good milling wheat—\$1.20 to \$1.22, f.o.b. shipping points, according to freights.

Barley—Malt, 56 to 61c.

Buckwheat—Nominal.

Rye—No. 2, 85c.

Man. flour—First pat., \$8.80, Toronto; do, second pat., \$7.30.

Ont. flour—Toronto, 90 per cent. patent, per barrel in carlots, Toronto, \$5.70; seaboard, in bulk, \$5.60.

Cheese—New, large, 20 to 20 1/2c; twins, 20 1/2 to 21c; triplets, 22c. Still tons, 23c. Old, large, 26c; twins, 27c; triplets, 30c.

Butter—Finest creamery prints, \$6 to 87c; No. 1 creamery, 85 to 86c; No. 2, 84 to 85c. Dairy prints, 29 1/2 to 30c.

Eggs—Fresh extras, in cartons, 51 to 52c; fresh extras, loose, 50c; fresh firsts, 45c; fresh seconds, 35 to 36c. Storage extras, 43c; do, firsts, 39c; do, seconds, 24 to 35c.

Poultry, dressed—Chickens, spring, squabs, 1 to 1 1/2 lbs., 32c; do, spring, over 4 lbs., 42c; do, 3 to 4 lbs., 38c; do, 2 1/2 to 3 1/2 lbs., 33c; do, 2 to 2 1/2 lbs., 32c; hens, over 5 lbs., 28c; do, 4 to 5 lbs., 26c; do, 3 to 4 lbs., 24c; roosters, 22c; ducklings, 5 lbs., 24c; up, 35c.

Beans—Can. hand-picked, \$2.60 per bushel; prin., \$2.40 per bushel.

Maple products—Syrup, per Imp. gal., \$2.25 to \$2.30; per 5-gal., \$2.15 to \$2.25 per gal.; maple sugar, lb., 25 to 26c.

Honey—60-lb. tins, 12 1/2 to 13c; 10-lb. tins, 12 1/2 to 13c; 5-lb. tins, 13 1/2 to 14c.

Comb meats—Hams, med., 33 to 34c; cooked hams, 48 to 50c; smoked rolls, 28 to 30c; breakfast bacon, 35 to 40c; backs, boneless, 41 to 46c.

Cured meats—Long clear bacon, 70 to 70 1/2 lbs., \$28; 70 to 90 lbs., \$21.50; 20 1/2 lbs., and up, \$22.34; lightweight rolls in barrels, \$42.50; heavyweight rolls, \$39.50 per bbl.

Lard—Pure tierces, 16 to 17c; tubs, 17 1/2 to 18c; pails, 18 to 18 1/2c; prints, 19 to 19 1/2c; shortening, tierces, 13 1/2 to 14c; tubs, 14 1/2 to 14 3/4c; pails, 15 to 15 1/2c; blocks, 16 1/2 to 17c.

Heavy steers, choice, \$7.50 to \$8; do, good, \$7 to \$7.25; butcher steers, choice, \$6.75 to \$7; do, good, \$6.50 to \$6.75; do, com., \$4.50 to \$5.75; butcher cows, choice, \$5 to \$5.50; do, fair to good, \$4 to \$4.75; butcher bulls, good, \$4.50 to \$5.50; bo. ogmas, \$8.50 to \$4; canners and cutters, \$2.50 to \$3; good milk cows, \$70 to \$100; springers, choice, \$30 to \$115; med. cows, \$45 to \$60; feeders, good, \$6 to \$6.50; do, fair, \$5 to \$6; calves, choice, \$12.50 to \$13.50; do, good, \$9 to \$11; do, med., \$7 to \$9; grassers, \$4.50 to \$6; good lambs, \$12; do, bucks, \$10; good light sheep, \$6 to \$6.50; heavy sheep and bucks, \$4; hogs, thick smooths, fed and watered, \$12.50; do, f.o.b., \$12; do, country points, \$11.75; do, off cars, \$13; select premium, \$2.46.

MONTREAL

Oats, No. 2 CW, 63 1/2c; No. 3 CW, 60c; extra No. 1 feed, 60 1/2c. Flour, Man. spring wheat-pats firsts, \$8.20; do, seconds, \$7.80; do, strong bakers, \$7.50; winter pats, choice, \$6.30 to \$6.40; rolled pats, bag 90 lbs., \$3.30. Bran, \$29.25; shorts, \$31.25; middlings, \$39.25. Hay, No. 2, per ton, car lots, \$14 to \$15.

Finest easts, 17 1/2c. Butter, No. 1, pasteurized, 24c. Eggs, storage extras, 43c; storage firsts, 39c; storage seconds, 34c; fresh extras, 52c; fresh firsts, 46c.

Thick smooth hogs, \$12.75 to \$13; good veal calves, \$12; good sheep, \$6 to \$6.50; com. lambs, \$11.

Man is Grown Up at 26, Says London Bus Firm

When is a man grown up? Not until he is 26, says the London General Omnibus Company, which employs several thousand drivers and conductors in covering the London area with its network of speedy bus services.

The company believes that youths normally develop their sense of responsibility to full pitch between the ages of 24 and 26, and it will not accept as drivers men who have not reached the latter age.

DIPHTHERIA ATTACKED IN CONTINENT— WIDE CAMPAIGN COVERING 3 YEARS

Ottawa, Ont.—A three-year, continent-wide attack upon diphtheria has been launched by Provincial and state medical officers and their departments. The Federal Dept. of Health is working with provincial health bodies in an intensive struggle with the disease.

Educational work and protective treatment are the lines being followed by medical officials who point out that the mortality from diphtheria has not been falling in recent years as it should have. The health department states that children—who are far more susceptible to the disease than adults—"can be protected against the possibility of contracting diphtheria by means of a new anti-diphtheria agent, the well-known toxin-antitoxin mixture, or by the new toxoid." This last form of treatment, according to the department, causes little or no discomfort to those receiving it.

It is hoped by the department to

"well nigh wipe out this fatal scourge of infant life," by means of the organized work which is to be directed particularly to children. In this campaign it is said to be necessary among school children and adults to make what is known as the Schick test to determine those who are susceptible to diphtheria. "The preliminary test, like the treatment itself, causes little or no bodily disturbance." Susceptible persons are given three doses of the preventive mixture at intervals of seven days. "It will be found," states the department, "that the great majority of those having received the preventive treatment will be resistant to the disease." The preparation advised by the Connaught Laboratories differs from that used in the United States in that it contains no horse serum, but is entirely a biochemical product called Toxoid. "Experience has shown that it is even milder in its reactions on the skin and body tissues than the toxin anti-toxin mixture."

Big Increase in Immigration.

Ottawa, Ont.—Immigration to Canada for the first seven months of 1926 was 68 per cent. greater than for the same period a year ago, according to official figures made public by the Dept. of Immigration and Colonization. The total immigration for the first seven months of this year was 86,480 compared with 51,400 for the same period in 1925.

Immigration for the month of July showed an increase of 99 per cent. over July a year ago, the figures being 16,227 and 8,159 respectively. Of the July immigration 5,293 were British; 2,197 from the United States and 8,737 from other countries. In addition to the above immigration during July 6,487 Canadians were recorded as returning from the United States after having entered that country with the intention of remaining there permanently. These now declare their intention of permanently residing in Canada.

Attempt Non-Stop Flight of 10,000 Miles

Paris, Sept. 26.—The French aces Costes and Vitrolle hopped off from Le Bourget airfield at 6 o'clock this morning in an attempt to make a non-stop flight to Lake Victoria, in Central Africa. They hope to fly more than 6,000 kilometres (9,700 miles) breaking the record of 5,200 kilometres set Sept. 1st by Chaille and Weiser. The flyers had intended to go to Siberia, and only at the last minute decided to try Central Africa.

ARCTIC EXPEDITION ARRIVED AT SYDNEY

Prof. Hobbs' Party Had Highly Successful Trip to Greenland.

North Sydney, N.S.—The schooner Guy Morissey, owned and captained by Captain Robert Bartlett, is lying in the stream at the present time, having returned from the Hobbs Arctic expedition to Greenland.

The expedition has been highly successful, and all are returning in the best of health. Among those on board are Prof. Hobbs, leader of the expedition; Prof. George B. Putnam, of the Geological Survey, and Mr. Peary, son of the Admiral Peary, the discoverer of the North Pole. Prof. Hobbs and several of the expedition are leaving for their homes by to-night's train, while the rest of the party are waiting for the ship, which is going on the marine slip in Sydney, to have a new shaft put in before proceeding to its destination.

\$970,000,000 Lost in British Coal Output

Warrington, Eng., Sept. 26.—Sir Philip Cunliffe-Lister, president of the Board of Trade, estimates that the direct loss up to the present time on output alone in the protracted British coal tie-up probably is not less than £200,000,000 (about \$970,000,000). Sir Philip, in a speech here on the coal situation, also asserted that there were additional indirect losses which no one could estimate.

HIGHER COST OF COAL SENDS ATLANTIC FREIGHT RATES SOARING

Montreal.—Effective immediately, a general advance of 15 per cent. has been made in the freight rates from Canadian ports to the United Kingdom by the steamship lines represented in the Canadian Trans-Atlantic Conference, announcement of this having been issued by A. O. Minshall, conference secretary, on behalf of the companies concerned.

Reasons given for this rise in rates is attributed to the increasing cost of coal and to the necessity for ships having to take coal aboard in this country for the round trip, thus reducing the amount of their available cargo-carrying space.

The commodities that will be affected by this surcharge are only those included in the list dealt with under the jurisdiction of the conference. Cattle, flour and grains are not affected by the new rates, as these do not come under purview of the lines as a whole.

No change has been made in the freight rates to the continent, the assumption being that ships can coal at any of the ports at which they discharge cargo outside the United Kingdom.

It is learned that the North Atlantic-United Kingdom freight conference has had a similar increase of rates under consideration, and that

they will be brought into effect coincidently with the changes made by the Canadian Trans-Atlantic Conference. Thus all shippers on the North American Continent will be affected by the change, provided that their goods are carried to the United Kingdom by vessels owned by companies sitting in with the North Atlantic-United Kingdom Freight Conference and the Canadian Trans-Atlantic Conference.

The Canadian Government Merchant Marine is not a member of the Canadian Trans-Atlantic Conference. It is not known if the company will follow the lead of the conference shipping lines.

Since the beginning of the coal strike in Great Britain, and the enforcement of an embargo on coal exportation from the United Kingdom by the British Government, coal-burning vessels coming to this continent from British ports have had to take on sufficient fuel on this side for the return voyage. Cargo space has had to be utilized for the accommodation of the extra amount of coal, and this has affected the cargo-carrying capacity of the coal-burners.

Revenge is a kind of wild justice, which the more man's nature runs to, the more ought Law to weed it out.—Francis Bacon.

ENORMOUS LOSS TO CROPS BY WINTRY BLIZZARD SWEEPING PRAIRIES

Winnipeg.—The Prairie Provinces were experiencing winter storm conditions on Thursday night. Heavy winds were driving snow and sleet before them in many districts.

Winnipeg was in the grip of a sleet storm Thursday night which was disrupting telegraphic communication. Portage la Prairie, Manitoba, was reported to be the centre of a blizzard of midwinter proportions, with telephone poles blown down within the town limits.

During the past 24 hours Western Canada has experienced weather conditions varied in the extreme, and including rain, snow and hail in many districts, bringing to a standstill all field operations in the Prairie Provinces.

All provinces have experienced the heavy hand of winter, and on Thursday the snow area was moving eastward, with Brandon reporting the first fall of the autumn. Winnipeg recorded a heavy rainfall during the past 18 hours, and indications pointed to the coming of a wintry blanket. Rain

had quite late on Thursday, but the sky was overcast and a north wind prevailed.

Snow was reported in many districts of Saskatchewan and Alberta, and the weather forecast offered little relief. For Manitoba it read: "Colder, with local snowfalls."

A serious condition prevails in all provinces. Many harvest workers brought in from Eastern Canada are stranded in the Western cities, with no prospects of work for many days to come, while the farmers of the West have suffered losses aggregating millions of dollars.

Farmers of Manitoba, according to an estimate given out by the Provincial Agriculture Dept., have suffered a loss of \$12,000,000 as a result of the inclement weather which has prevailed during the threshing season. Only 50 per cent. of the threshing has been completed in Manitoba. Saskatchewan has not suffered so severely, but in Alberta, the heaviest hit of all Western sections, the loss, according to local grain men, will be enormous.

MUTT AND JEFF—By Bud Fisher

