

Serious Accident in Welland Canal

Lock Gates Carried Away
Blocks Canal—Congests
Port Colborne So Affecting
Whole Grain Situation

WORST EVER

St. Catharines.—The steamer Doris, upbound, crashed into the head gates of Lock 13 in the Welland Canal at 1 o'clock Sunday morning. The waters of the upper level were released and tore out the two upper gates and one of the lower gates. The steamer was thrown by the force of the water into the lower lock, where it is now lying in a crosswise position.

With the grain rush at its height and every hour counting in preventing a complete tie up at Port Colborne, the crash is regarded as extremely serious. Thirteen freighters are in the canal, 13 are waiting at Port Dalhousie to enter the canal and as many more are lined up at the elevators at Port Colborne waiting for canal ships to take away enough grain to let them unload. Over 3,500,000 bushels of grain are aboard the waiting fleet at Port Colborne.

SERIOUS BUSINESS.

Captains of the vessels tied up in the canal gathered Sunday night for an informal conference. One stated that it would cost his company \$500 per day while his boat is stranded during the peak of the year. This was taken as a fairly general estimate. Damage to the canal itself has not yet been estimated. It will run into many thousands.

Marine officials say it is the worst tie up in history at this part of the canal. Twenty years ago the freighter Samuel Marshall crashed in the same way into the same lock.

With the elevators at Port Colborne already crowded to overflowing and more than enough grain in the harbor to fill them again, it is expected that much of the grain coming down in the next few days will be ordered to Buffalo.

At Port Colborne elevator the steamers Brentwood, Emperor, Vancoc, Midland Prince, Midland King, Hagarty, John Barium, Glenegles, Mathewson and Riverton, with full cargoes, estimated at 3,000,000 bushels of grain.

Godfrey's Plane Found in North

Party Safe Only One Slightly Injured But Plane is Total Loss

DOWN IN ALBERTA

Edmonton.—Squadron Leader Earl Godfrey's plane has been located up the Peace River near Carcajou. It is a total loss, but all members of the party are uninjured with the exception of Commander Gordon, who is suffering from a bruised leg. The plane was forced down last Saturday morning about 11 o'clock.

Returning east, after the successful fight to Vancouver from Ottawa, Squadron Leader Godfrey left the Town of Peace River, in Northern Alberta, last Sunday afternoon. He was scheduled to stop at Fort Smith, in the Northwest Territories, but for the past seven days he has been unreported, except in vague rumors which said his big seaplane had been forced down, breaking a pontoon, though the airman, it was said, escaped injury.

Every resource of the Hudson's Bay Company was being thrown into the search. Acting under instructions telegraphed by the company's Edmonton office, a boat belonging to the Transportation Company left Fort Fitzgerald Friday for Peace River to join in the search.

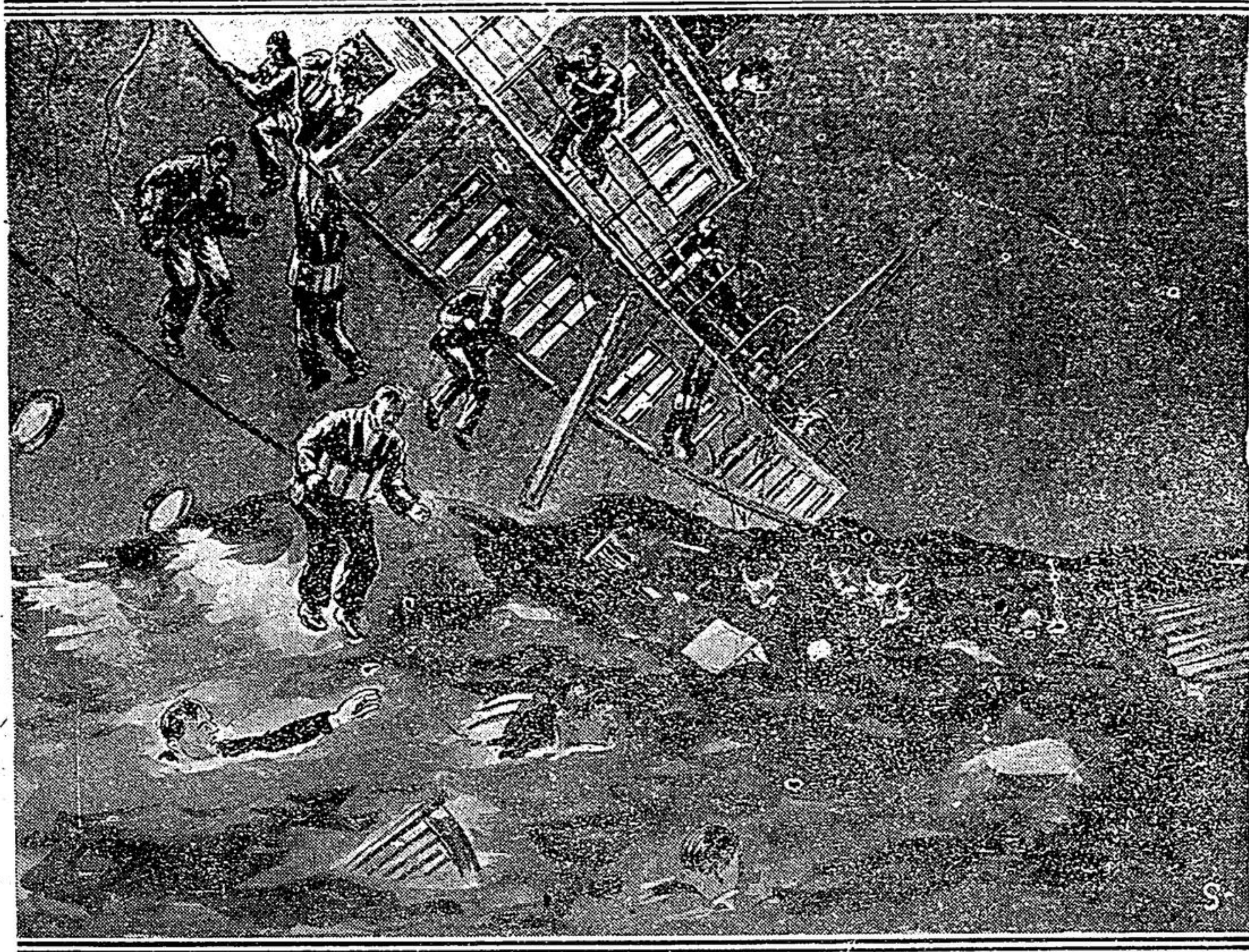
Word had also been sent to the Fort Vermillion post of the Hudson's Bay Company to send a small gasoline boat scouting upstream as far as it could go, and to the Red River post to search downstream from Vermillion Chutes as far as possible.

Still another crew was dispatched to Fort McMurray to send a gas-boat down the Athabasca River as far as Chippewyan, and then up the Peace River to meet the gasoline boat from Red River.

Sultan of Muscat Arrives in London

London.—Sayid Taimur bin Feisal, Sultan of Muscat and Oman, has arrived here as the guest of the British Government and will pass a month touring Great Britain, his program including a luncheon with the Lord dependent Arablan monarch, ruling 50,000 square miles of torrid, sparsely-inhabited territory on the producing qualities of date palms, geographically is important as a landing place for the air route to India. He is a young, enlightened Muslim, who has adopted European customs, is an enthusiastic cricketeer, and has introduced many reforms among his people. Interviewed on his arrival, Feisal, with Arab politeness, expressed pleasure at being among "my allies and between us are to me a source of pride." Adding "the friendly relations

Last Moments of the Manasoo in Georgian Bay



LAKE TRAGEDY AS IT IS RECALLED BY SURVIVORS

Slowly but steadily turning on her side, her lights out, the re-built Manasoo flattened her side on the surface of Georgian Bay in the darkness and went to the bottom. It was all over in fifteen minutes, according to rescued members of the crew. Here a staff artist gives a conception of the tragedy, as the survivors recall it. Arthur Middlebro, the young medical student, remembers the ship "flat as a pancake" on the water before he jumped. "You could feel her in the sea swing and labor like a log. . . Six guys grabbed me but I got away. . . They were weeping and crying in the water. But there was not much panic. . . When I was swimming along I saw what I thought was a couple of cows. I was all for grabbing a cow and hanging on but when I did catch on it was the raft." How many men actually took to the water, none definitely states. The last minutes they recall as a fearful dream. Middlebro remembers the first mate going below with a wheelman in an effort to "trim the ship". They ran a motor car over and they drove some of the cattle to the other side to offset the list. To no avail. In the fitful moonlight the Manasoo went down and was seen no more.

Market Reports

The Ontario crop of alsike seed is somewhat lighter in yield and much poorer in quality than usual this season, according to prominent seedsmen who report the first of this seed beginning to move. An early spring drought cut down the yield, while quality was lowered by the continual rains through the summer and during harvest time. This excessive moisture started a second growth and the production of much immature seed which will be impossible to separate from the mature, hard seed. As a result of this lowering of quality and also due to the presence of much weed seed in the alsike a large portion of the crop will be unfit for the local and United States market and will have to be exported across the Atlantic. To reach the European grower in time for spring seeding the exporting will have to be carried out before the first of the year. There is practically no activity yet reported in alfalfa or red clover.

Dealers are offering the farmers in Ontario the following prices for cleaned seed, f.o.b. shipping points:

No. 1, 97 per cent. purity alsike \$10 per bushel; No. 2, 96 per cent. purity, \$9 per bushel; No. 3, 95 per cent. purity, \$7.50 per bushel; No. 4, 90 per cent. purity, \$6 per bushel.

Purity refers to freedom from weed seeds and other seeds than alsike, and any foreign material, such as sand and chaff. No. 1 indicating 97 per cent. pure alsike seed.

GRAIN QUOTATIONS.

Grain dealers on the Toronto Board of Trade are making the following quotations for car lots:

Man. wheat—No. 3 North, \$1.10; No. 4 wheat, \$1.04; No. 2 tough, \$1.13½; No. 3 tough, \$1.05½; No. 4 tough, 1.03. (c.i.f. Goderich and bay ports.)

Man. oats—No. 1 feed, 50c. (c.i.f. Goderich and bay ports.)

Am. corn—No. 2 yellow, \$1.18½; No. 3 yellow, \$1.17½. (Toronto freights.)

Millfeed, del. Montreal freights, bags included: Bran, per ton, \$31.25; shorts, per ton, \$33.25; middlings, \$43.25.

Ont. oats—Good, sound, heavy oats, in car lots, 45 to 46c, f.o.b. shipping points.

Ont. good milling wheat, f.o.b. shipping points, according to freights, \$1.10 to \$1.12.

Barley—Malting, 63 to 69c.

Buckwheat—Not quoted.

Rye—No. 2, 90 to 95c.

Man. flour—First pats., in jute, \$7.20; Toronto second pats., in jute, \$6.60.

Ont. flour—Truck, Toronto, car lots, 90 per cent. pats., per barrel, not quoted, seaboard, \$5.10.

PROVISION PRICES.

Toronto wholesale dealers are quoting the following prices to the trade:

Smoked meats—Hams, med., 33 to 35c; cooked hams, 50c; smoked rolls, 27c; breakfast bacon, 35 to 43c; do, fancy, 44 to 45c; backs, peamealed, 32 to 35c; do, smoked, 39 to 42c.

Cured meats—Long clear bacon, 50 to 70 lbs., \$21; 70 to 90 lbs., \$19; 90 to 100 lbs. and up, \$18; lightweight rolls, in bbls., 11.50; heavyweight rolls, \$38.50 per bbl.

Lard—Pure, tierces, 17½c; tubs, 18c; pails, 18½c; prints, 19 to 19½c.

Shortening, tierces, 15c; tubs, 15½c; pails 15½c; tins, 17½c; prints, 16½c.

PRODUCE QUOTATIONS.

Toronto wholesale dealers are paying the following prices, delivered:

Eggs, ungraded, cases returned—Fresh extras, 40 to 42c; fresh firsts, 38 to 39c; seconds, 29 to 30c.

Butter—Creamery, solids, pasteurized, No. 1, 39½ to 40c; No. 2, 33 to 33½c.

Churning cream—No. 1, 39 to 40c.

Cheese—No. 1 large, colored, paraffined and Government graded 23½c.

LIVE STOCK

Heavy beef steers, choice, \$12 to \$12.25; do, fair, \$10.75 to \$11.25; butcher steers, choice, \$10.75 to \$11; butcher heifers, choice, \$10.50 to \$10.75; do, com., \$8 to \$9.50; butcher cows, good to choice, \$8 to \$8.75; o, fair to good, \$6.50 to \$7.50; do, com., \$6 to \$6.50; canners and cutters, \$4 to \$5.50; butcher bulls, good to choice, \$7.50 to \$8; do, med., \$7 to \$7.50; bolognas, \$6.50 to \$7; baby beef, \$12 to \$15; feeders, choice, \$9 to \$10.50; do, fair, \$8.50 to \$8.75; stockers, choice, \$9 to \$10.25; do, fair, \$8 to \$8.50; springers, choice, \$140 to \$170; milch cows, choice, \$90 to \$100; calves, choice, \$15.50 to \$16; do, med., \$10 to \$13; do, grassers, \$7.50 to \$8; lambs, \$13 to \$13.25; bucks, \$11 to \$11.25; sheep, choice, \$7 to \$8.50; do, heavies, \$5.50 to \$6.50; do, culls, \$3 to \$5; hogs, selects, w.o.c., \$13.25 to \$13.50; do, fed., \$12.85 to \$13.10; do, thick smooth, w.o.c., \$12.75 to \$13; do, fed., \$12.35 to \$12.60.

The years, as they come, bring with them many things to our advantage. —Horace.

Spain's Capital Scene of Holocaust

Fire in Theatre Costs Lives of Hundreds in Attempt to Escape

Madrid, Sept. 23.—Several hundred persons are believed to have perished in a fire which broke out Sunday night during a performance in the Novedades Theatre. More than 200 injured are under treatment at hospitals and emergency stations.

The theatre was packed to the doors with a typical Sunday audience for a performance of "La Mejor del Puerto," when, during a brief intermission at 8.50 p.m., there was a great burst of flames on the stage.

The theatre holds 3,000, and the capacity audience rushed for the exits. The occupants of the stalls and boxes were able to leave before the flames spread into the auditorium, but those in the galleries were less fortunate and the exits were soon choked with struggling masses.

The Novedades is one of the oldest and largest theatres in Madrid. The flames spread with terrible rapidity through the wooden fittings. Hundreds of persons were trampled by those who pushed on from behind, while others were suffocated and doubtless burned to death.

The interior of the theatre was soon roaring with flames, which then spread to adjacent buildings. The alarm quickly spread throughout the city, and Premier Primo de Rivera and municipal authorities hastily followed the police and firemen, who were already busy at the scene.

Work is the grand cure for all the maladies and miseries that ever beset mankind.—Carlyle.

Three Queen Bees Ride in State in Airplane

Pasadena, Calif.—Whether they have ever risen to such heights before is not likely to be known, but the transportation of bees by air mail has been revealed as a successful experiment. Three queen bees have traveled in state between Tennessee and California, arriving in Pasadena from Spring Hill none the worse for the experience.

According to H. C. Melon of this city, who received the newcomers, each queen traveled in a tiny suite of apartments, with an entourage of a dozen ordinary bees. The little apartment house was made from a block of wood.

Mother Land Sends High Commissioner

Sir William Clark and His Daughters Welcomed to Ottawa

DUTIES OUTLINED

Ottawa, Sept. 23.—Sir William Clark, High Commissioner in Canada for his Majesty's Government in Great Britain, arrived in the Capital shortly after midnight. As Sir William detained in the early morning, he was greeted by Hon. Ernest Lapointe, Acting Prime Minister; Colonel H. W. Snow, from Government House, and Frederick W. Field, Senior British Trade Commissioner in Canada.

Cordial words of welcome were expressed by Mr. Lapointe to the first High Commissioner for Great Britain to be appointed to the Dominion. Sir William heartily expressed his gratification to be in Canada, and, accompanied by his wife and two daughters, immediately left for the residence recently leased for his use.

Build Permanent Office

At noon the British High Commissioner was the guest of the Governor-General and Viscount Willingdon at luncheon at Government House. On Monday he will take over his new duties in temporary offices leased in the heart of the city facing the Parliament Buildings. "The question of erecting a building for permanent offices," Sir William stated, "is one of the matters that will engage my attention in the near future."

The new British High Commissioner maintained his attitude not to discuss matters of a controversial nature. Sir William intimated, however, that the subject of British immigration would probably be discussed during the first week of October at a conference with G. F. Plant, Secretary of the Empire Settlement Board, who is now in Canada.

"Additional Channel"

The function of the High Commissioner for Great Britain in Canada—as Sir William put it—is "to be an additional channel of communication between the Government of Canada and the British Government in London, two Governments serving equally the same King and governing nations within one and the same Empire."

Arrival of Sir William augments the growing diplomatic circle in the Capital. At present there are Hon. William Phillips, United States Minister to Canada; the Japanese Charge d'Affaires, and the Consul-General for China, Argentine Republic, Cuba and Italy, as well as some Consular agents. Before Parliament again convenes, official expectations are that Ministers from France and Japan will be appointed to Ottawa.

Western Provinces Controlling Radio

Manitoba, Saskatchewan and Alberta Co-operate with Ottawa to Control Broadcasting

Winnipeg, Man.—In connection with the proposed appointment of a federal radio commission in the fall, it is rumored that the example of Manitoba, which now has a virtual monopoly of radio-casting, may be followed by the provinces of Saskatchewan and Alberta.

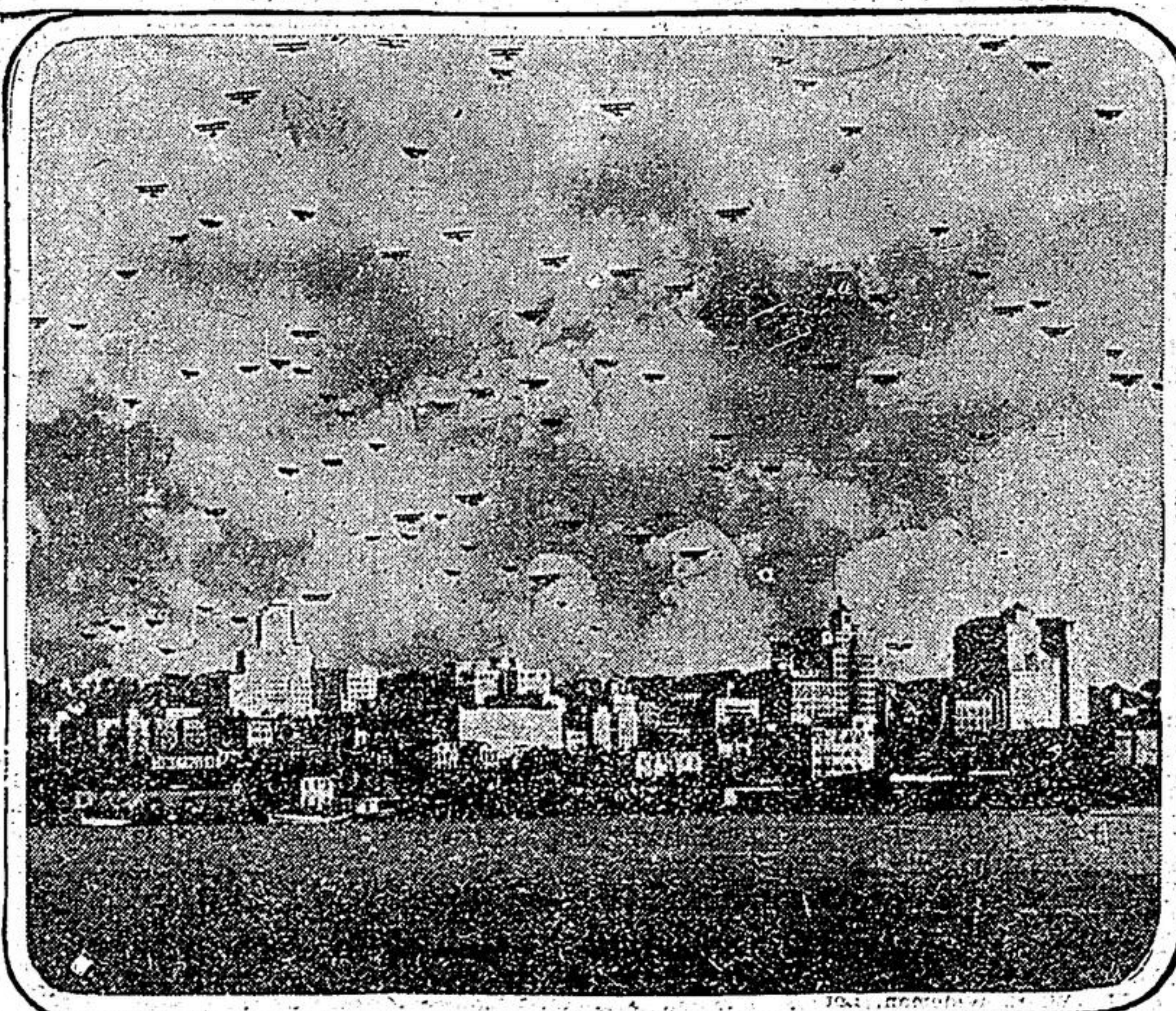
The Government control of radio-casting has proven a success in Manitoba. Although the provincial government does not control the issuance of radio-casting licenses, it has an agreement with the Federal Department of Marine and Fisheries which has jurisdiction over Canadian radio matters, not to issue any licenses for Manitoba without consulting the provincial administration.

One of the important matters which the board will have to consider is that of using radio-casting licenses for propaganda and commercial advertising purposes. It is proposed to limit the use of the radio-casting privileges for this purpose, or possibly to prevent it altogether. Ontario would do well to follow the lead of her western sister provinces.

Wheat and the St. Lawrence Canal

La Presse (Ind.): For purposes of export, the United States this year will have apparently about 75,000,000 bushels of wheat, while Canada should have, at the lowest figure, 400,000,000, or even possibly 450,000,000. Now this establishes very clearly the relative positions of the two countries with regard to the problem of exporting wheat on the world market, especially in connection with facilities for its evacuation. If we consider the fact that the exportation of American wheat is carried on today at least as much by Pacific as it is by Atlantic routes, we shall find that in so far as the evacuation of American grain is concerned, the demand canalization of the St. Lawrence could only affect this year a probable maximum of 40 to 45 million bushels of wheat. And if we consider the fact that the dispatch of this wheat will necessarily be divided between the different American Atlantic ports, it would be more accurate to fix at some 20 to 30 million bushels the quantity of American wheat which could possibly benefit by the proposed canal. In brief, a more trifling!

Non-Combatants Will Not Have Much Chance in Future War



SPECTACLE EMPHASIZING STRONGLY WHY WAR OUGHT TO BE OUTLAWED
A composite picture of an actual incident that occurred over Denver at the dedication of Lindbergh field. Three hundred aeroplanes in the air at one time. A hostile fleet of such proportions, flying over a city, could scatter destruction throughout a wide area.