Doctors

Good location for you to build, north side Bloor, near Walmer-road, only $90 per foot.

H. H. WILLIAMS & CO.,
26 Victoria Street.

The Toronto World

$3100 ANNEX

Choice locality, near two car lines; lot 173 feet deep, side entrance 8 feet; practically new, just finished, expensive decorations, six large bright rooms, cross hall, gabled shingle roof. Terms easy.

H. H. WILLIAMS & CO.,
26 Victoria Street.

Reading Room
Aldec09—2786
House of Commons

PROBS: Moderate variable winds; fine; and moderately warm.

TWELVE PAGES—TUESDAY MORNING JULY 20 1909—TWELVE PAGES

51 29TH YEAR

TORONTO AND NIAGARA RAILWAY TO BE BUILT CITY CENTRE OF SYSTEM

William Mackenzie Announces Immediate Construction of the New Road, and Talks of Local Links in the C.N. Lines.

"A month or six weeks." That is the time set by Mackenzie and Mann, in which to start construction of a new Canadian Northern line between Niagara River and Ottawa by way of Toronto. While spreading their rails at a marvelous rate over the wheat fields of the new provinces, the Canadian railway builders are not devoting all their energies to the west. Old Ontario is now to be the scene of Canadian Northern expansion, and the most interesting phase, so far as this city is concerned, of these proposals is that Toronto is to be the centre of the railway development.

Fresh from the London money market, William Mackenzie of the Canadian Northern Railway sat in his office yesterday and told a World reporter something of his plans for the immediate future. The $4,000,000 secured in England for railway development in old Ontario would give the Niagara-Ottawa proposed road a good start, he said, in fact it would jus about build the branch between Niagara and Toronto.

That was as near as Mr. Mackenzie would go towards suggesting that the Toronto-Niagara branch would be constructed first.

"We have our right of way from Niagara, which brings up right into Toronto," he continued. "That will feed our Northern line and will also give us an opportunity to connect with the American roads at the international line. We need not follow the Electric Development pole line all the way, but the chances are that we will use the most of it."

The proposed line between Toronto and Ottawa will follow the route mapped out when the charter was applied for two years ago, with one or two local deviations. Between the Don and East Toronto the line will run a considerable distance north of the original route and further out it will keep closer to he lake, about dividing the distance between Brooklin and Whitby and connecting with the original route a few miles east of these points.

Northern Union Station.

On the matter of gathering up the ends of these lines in the city, Mr. Mackenzie could not be induced to make a definite statement, altho his words tended to corroborate what has been published from time to time to the effect that North Toronto will be entered by all the roads, and that a union station will be erected up there.

When questioned regarding the possibility of the C. P. and G. T. joining the C. N. in the establishment of a union station and joint railway facilities in North Toronto, Mr. Mackenzie merely replied: "We will be right in it if they do."

It was quite possible, he said, to negotiate the grade between the power station, which is the eastern terminus of the Toronto-Niagara right of way, and the Canadian Northern line in the Don Valle, but it was not necessary to go down into the valley. The C. P. R. followed a route from North Toronto east above the valley, and the Canadian Northern could do likewise and turn south some distance out. The president would not say, however, whether a route so feasible would be adopted. Asked whether there was any possibility of his company securing running rights over the C. P. R. from North Toronto to the city limits on the east, Mr. Mackenie said no action had been taken with that end in view.

"We have enough to keep us busy outside of Toronto for sometime," said the railway president, "and have lots of time to think about getting a right of way thru Toronto." It is the intention to use steam motive power for the present, the question of electrification being for future consideration.

It is known that the C.N.R. has purchased land since June 1 along St. Clair-avenue, which, it has been surmised, was for an eastern outlet. There is also the possibility of the company tunneling from the power station east to connect with the present line in the Don Valley, or at least near enough to it to avoid the thickly settled and highly valuable portion of the city.

Col. Gibson's company, the Cataract people, have been talking for a number of years of building thru Toronto under ground with a station in Parkdale and another closer to the centre of the city, and it has been suggested that possibly this scheme will be carried out jointly by the Gibson concern and the C.N.R.

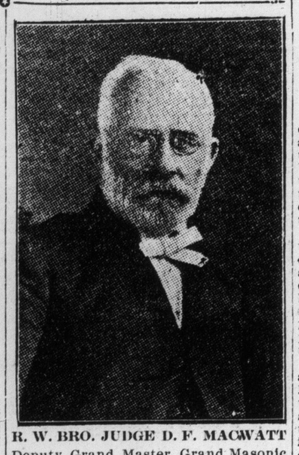
C. N. R. May Use Belt.

In the light of a definite announcement from Mr. Mackenzie that his road will pass thru Toronto, a prominent railway man yesterday advanced the opinion that the old belt line would be the route chosen.

He also pointed out that the C.N.R. already touched the belt line at both ends. From West Toronto the thru line could follow the belt line route around to the present road in the Don Valley, a scheme which would not interfere with the running of freight and passenger trains into the heart of the city over the pole line route.

Six million dollars was also raised by Mr. Mackenzie in England for the construction of about five hundred miles of new road in the west, chiefly thru untapped wheat lands. These bonds were guaranteed by the western provinces and sold for 97 1-2 or 5 points higher than the C.N.R. Ontario bonds, which had not the advantage of a government guarantee. Mr. Mackenzie said the line from Selwood to Port Arthur had been laid out and construction would be started in due time.

The road between Ottawa and Hawkesbury, he said, would be placed in commission within a month. The president rode over the company's new line from Quebec to Montreal on Saturday, and was very pleased with the roadbed.



R. W. BRO. JUDGE D. F. MACWATT
Deputy Grand Master, Grand Masonic Lodge of Canada, who will be elected this week at London as Grand Master.

BERLIN CORRESPONDENT TO TOUR THE DOMINION

Will Try to Improve Trade Relationship Between Canada and Germany.

LONDON, July 19.—(C.A.P.)—A Berlin despatch states that Germany is striving with might and main to secure a firmer commercial foothold in Canada. The efforts of the German government are being backed up with the greatest enthusiasm by merchants and commercial magnates.

Scarcely a day passes without the attention of traders and exporters being drawn, thru the press, to Canada as a field for German enterprise.

The Berliner Lokalanzeiger despatches in August its naval correspondent, Captain Vonpustan, to the Dominion to make an exhaustive tour and write a series of articles. Vonpustan is also to endeavor to interview Canadian statesmen in order to bring to their notice the recently formed German-Canadian Economical League, and will sound them as to the prospects for a better commercial understanding in the near future.

THEFT FROM EXPRESS CO.

How Stanley Coates is Alleged to Have Operated.

MONTREAL, July 19.—(Special.)—Charged with having defrauded the Dominion Express Co. to the extent of some $350, Stanley Coates, of 327 Richmond-street, was arraigned before Judge Lanctot this afternoon. Coates is said to have obtained the money by a series of cleverly planned forgeries, using blank orders of the Dominion Express Co., with whom he had formerly been employed. Then after cashing a number of them thru various well-known firms he left the city. After a long chase he was arrested in Toronto on Saturday.

The alleged forgeries were perpetrated on the 30th of June last. Coates' plan is said to have been to call up by telephone a city agent of the company and ask the agent to give a book of money orders to the bearer of a note, who was on his way. Coates then called himself at the agent's office and, accompanied by his friend, he had no difficulty obtaining a book containing eight money orders. Then it is claimed, Coates filled in the eight unused orders, appending fictitious names and forging the name of one of the agents now in the employ of the Dominion Express Co.

GATEMAN IS STRICKEN

Charles Spence in Hospital With Paralytic Stroke.

"Charlie" Spence, gateman at the Union Station, and one of the best known employes of the Union Station Company, is in a low condition at Grace Hospital, suffering from a paralytic stroke. He took the stroke while at his post last night.

Mr. Spence has been employed at the station for the past 40 years. In that time he has made friends with a large number of travelers. He is a well-known figure at the depot, being gateman at the gate leading in from the subway. He lives at 348 Palmerston-boulevard, and is 62 years of age.

DEMOCRATS ARE ENTHUSED.

WASHINGTON, D.C., July 19.—Taking advantage of the present situation developed by the tariff, the Democratic congressional committee, one year in advance of the usual time for such action, met to-night, elected officers and mapped out the course it will follow in its fight to capture the house in the next congressional elections.

PHOTOGRAPHERS AT ROCHESTER.

ROCHESTER, July 19.—A committee was appointed to-day at the convention of the Photographers' Association of America to consider the organization of a national association. J. Frank Jackson of Barrie, Ont., president of the Photographers' Association of Canada, which has 250 delegates here, is a member of the committee.

RONCESVALLES FOR NEW DEPOT

Car Barns at Queen End of Stub Line May Be Used For Hamilton and Toronto Electric Road

Is the Toronto Railway Co. going to enlarge its Dundas-street car barns and convert the Roncesvalles barns into a western depot for a Toronto to Hamilton interurban line? A rumor to this effect met The World yesterday when investigating the work of relaying the Roncesvalles-Queen intersection.

The district served by the Roncesvalles-avenue stub line is one of the coming parts of the city. Building activity is everywhere manifest. Roncesvalles-avenue itself is being fast built up, and there is not a cross-street from Queen up to Dundas on which you may not see solid rows of completed houses and six or eight going up.

It might justly be expected that such a district would furnish a sufficiently large contribution to the coffers of the Toronto Railway Co. to merit some consideration. In point of fact the traffic on the Roncesvalles line is said to be for its length the largest of any line in the city.

A general impression seems to obtain in the neighborhood that the present work is but the prelude to a thru service and there are even rumors of a new belt line via Arthur-street and Dundas. A workingman who was waiting for a car at the corner of Boustead-avenue told the reporter: "This will only be for a few weeks more and then we'll have the King-street cars running up here."

The "Y" Of It.

Alas to shatter such trusting faith. The Toronto Railway Co. disclaims any such intention. "We are merely doing it to enable us to 'y' the cars," said Divisional Superintendent John McCulloch. "The present arrangement is very unsatisfactory for the company. We are only able to run two cars up and down without turning them, giving a 6 minute service. It will take a month to complete the work."

"Will you put on more cars when it is finished?" he was asked.

"Maybe there will be no more at first," he said. "We may add some as the traffic requires it. There is no intention of running the Roncesvalles line other than as a stub line."

"I should think a stub line was hardly satisfactory to the company," said Dr. Young of 280 Roncesvalles-avenue. "The company has done the best it could under the circumstances, but the service has been altogether inadequate. You should see the cars at about 5 o'clock, men hanging on to the steps. There was a complaint a while ago, when we never knew whether the car went down to Queen-street, or turned at the upper end of the car barns." Regarding the growth of the district he stated that since April 10 work had been begun upon eleven new stores within a couple of blocks of his residence.

Street Line Won't Do.

Frank S. Jackson of 110 Roncesvalles-avenue was another of those who had heard that the King-street cars were to run up past his door and on to the Junction. He seemed disappointed, but not surprised when informed that the rumor was not endorsed officially by the railway.

"The company will do just as they please," he said. "I tell you I'm waiting for the time when their franchise expires, and then I'm going to vote for the city to take it over. Ratepayers' associations should be organized right away to prepare for that campaign. The service on Roncesvalles is disgraceful. Why, I usually have to walk to Queen because I can't get the accommodation. The stub line will never do. I reall ythink, tho, they have something else in the wind. I have heard that the company intend enlarging the Dundas car barns and converting the Roncesvalles barns into a western depot for their trolley line from Hamilton."

PIE-OPHAGISTS' PLAINT

Bakers Enter Demurrer and Profess Inability to Make Profits.

The bakers had a busy day yesterday explaining their attitude on the cake and pie question. Newspapers, restaurant-keepers and the many mesdames of the boarding-houses are not just satisfied with that 20 and 25 per cent. increase in the price of cakes and pies, but to all questions the bakers returned the answer that they were not making any money by selling at the old prices, a statement which, as one pie-eater remarked, is, to say the least, remarkable, in view of the fact that many a Toronto man has risen from the position of a hired dough mixer to opulence as a boss baker in a few years.

One baker deals with the sudden rise of wheat quotations thru manipulation as furnishing a reason for the advance of flour prices.

Last fall wheat was selling under one dollar a bushel and in January and February selling none too briskly at $1.03. Then Patten, the gambler in wheat, commenced to get in his licks on the Chicago Exchange and before the end of May wheat was selling at $1.25 and in June rose to $1.35 and $1.45 per bushel.

Since then the price has dropped to $1.20, in spite of the fact that the article has been all the time getting scarcer. This fluctuation furnishes convincing evidence that the high quotations were manufactured rather than based on the law of supply and demand.

G. T. P. "FAKING"?

LONDON, July 19.—(C.A.P.)—It is stated, says The Morning Post, that the G.T.P. issue was oversubscribed before 3 o'clock, but if so, there must have been a great deal of "faking" before the lists opened yesterday morning.

WINNIPEG SHOT WINS TWO MORE

Sergt. Blackburn Captures Prince of Wales' Badge and a Silver Cup at Bisley.

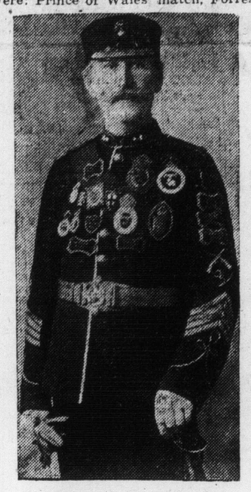
And Still They Come.

Team prizes won:
Mackinnon Cup.
Kolapore Cup.
Jubilee Cup.
Individual prizes:
Wimbledon Cup.
Prince of Wales' Badge.
Birmingham M. M. Co. Cup.

BISLEY CAMP, July 19.—(C.A.P.)—Owing to the Transvaal's renewed protests against the Ross rifle, the Bisley committee summoned the MacKinnon and Kolapore teams to appear before them with rifles this afternoon. At this meeting the unsportsmanlike kick of the Transvaal team was not entertained. The Transvaal objected to the removal of the hood from the foresight. The committee's decision is that the hood was simply a protection for the foresight and not part of it.

Using a Lee Enfield rifle, Sgt. Blackburn of Winnipeg scored ten bull's-eyes in the Prince of Wales, at 600 yards. His total over the 300 and 600 yards range was 84. He is declared winner of the first prize of £100, and the Prince of Wales' badge. The Prince of Wales' prize competition is fired over the 300 and 600 yard ranges, seven shots at the first and ten at the latter distance. Sergt. Blackburn is also the winner of the Birmingham Metal and Munitions Co. silver cup and £5. Lieut. Mortimer was sixth, winning 20 shillings.

Places and prizes won by Canadians were: Prince of Wales' match, Forrest,



STAFF-SERGT. BAYLES
of the Royal Grenadiers, Toronto, winner of the Wimbledon Cup.

3rd, $75; Morris, 21st, $15; Mortimer, 24th, $15; Russell, 27th, $15; Mitchell, 40th, $10; Stack, 51st, $10; Smith, 53rd, $10.

Places and prizes won in the Alexandra match were: Sergt. Smith, 17th, $25; Lieut. Smith, 23rd, $25; Mitchell, 52nd, $20; McVittie, 72nd, $15; Forrest, 125th, $15; Freeborn, 144th, $15.

In The Daily Telegraph match Corp. McInnes of Edmonton was 22nd, winning £3 7s; Lieut. Smith was 38th, win-

Continued on Page 7.

LICENSE DETECTIVE MISSING

Sleuth Bernstein Has'nt Been Heard of For Ten Days.

Nat Bernstein, a youth who was employed for a time in collecting evidence for the license inspector, hasn't been seen for the past ten days.

A Hamilton despatch says that Detective Belleau o fthe Toronto license department, was in that city and Dundas yesterday trying to locate Bernstein, who had been detailed for service in West Toronto. He was given expense money, and doesn't seem to have used it.

Three cases from "the Ward," in which Bernstein is wanted to give evidence, are scheduled to come before Magistrate Kingsford to-day.

FALLS 75 FEET IN ELEVATOR.

Samuel Peters, aged 21, janitor at Wycliffe College, had a hair-raising experience at the college yesterday. He was up at the top floor on the elevator when the cable broke and he fell a distance of 75 feet.

His injuries are not serious, amounting to a severe shaking up and a number of bruises. He was taken to Grace Hospital.

CANADA AND U. S. TARIFF.

LONDON, July 19.—(C.A.P.)—The Times, discussing the new United States tariff, fears it will be very inconvenient to Canada, but says Canada is by no means without defence.

MISS ELLA GINGLES.
The young Irish lace maker, whose trial for theft has been exciting Chicago.

SUFFRAGETTES STARVE THEIR WAY FROM JAIL

"Hunger Strike" is a Success—One Woman Foodless For 126 Hours, Under Medical Care.

LONDON, July 19.—The suffragettes, who recently were sent to prison for taking part in disturbances in Downing-street, were liberated from Holloway jail to-day, as the result of carrying out a "hunger strike."

One of them, Miss Roberts, refused food for 126 hours. She is now under medical care.

WESTERN SENATORS SCARED

Daren't Go Home if Free Raw Material Program is Carried Thru.

WASHINGTON, July 19.—Senator Borah stated to-day that if the free raw material program was adopted some of the western senators would be afraid to go home and could not expect to continue representing their states in Washington. He is thoroly in sympathy with President Taft's attitude on downward revision, but declared that it should not be confined to raw materials.

The Idaho senator is authority for a report that there is in process of organization a combination of senators who will be pledged to defeat the conference report if it should provide for free coal and free hides.

Circulating about the capitol to-day was a persistent rumor that the president would insist upon hides and coal being placed upon the free list.

NEW OIL REFINERY

Will Be Located at Wallaceburg—$200,000 Capital.

PETROLEA, July 19.—A new oil refinery company, with a capital of $200,000, has been formed at Wallaceburg.

The plant will be located on the bank of the river there. Gas will be used for fuel and operations will be commenced within 90 days. Among the officers are Edward E. Grant, mayor of Petrolea, who will be general manager, and Mr. Littlewood will act as secretary.

BOY BURGLARS

Quartette of Lads Apprehended For Series of Crimes.

Boy burglars have been busy again. Saturday and Sunday they sacked several stores and machine shops. Yesterday the crowd were caught and cooped by detectives and a constable, who, thru the peaching of one of them, learned the place where the plunder had been planted and were able to pounce on his partners.

Nat Brown, 196 John-street; Dan Flannigan, 33 McCaul-street, and Jas. Rumball, 79 Huron-street, all 16 years of age, and John Schell, 137 William-street, 13 years, are the boys. They were taken in by Detectives Armstrong and Sockett and Plainclothes Constable Riley, after the sleuths had been put next to a sheaf of fountain pens which the boys gathered in the shop of J. R. Lovell, stationer, 160 Simcoe-street, which they broke into Saturday or Sunday.

Five other places were entered on the same days. At the Lovell place they secured the pens and a quantity of pencils. At the Banfield machine shop, 120 West Adelaide-street, which they also entered, they sawed off the knob of the safe, but were unable to proceed further with the job and left. From J. A. McGuire's machine shop, 117 West Adelaide-street, they carried off $2.50 in coppers and some gum and candy from a slot machine which was in for repairs. The premises of the Eureka Mineral Wood Co. at 118 West Adelaide-street, were also entered, but nothing has yet been missed.

Two other stores, one on John-street, and one on Eastern-avenue, were entered, but nothing of value was taken.

When all were safely landed they were placed in the Children's Shelter and Detective Armstrong had heart to heart talks with them. In efforts to clear themselves all were implicated. Thus did the big burly "bulls" bag the bunch of boy burglars.

Must Close at 7 p.m.

MONTREAL, July 19.—(Special.)—The city council to-day decided to take steps at once to enforce the early closing bylaw, which makes it compulsory for all stores to close at 7 o'clock on Wednesday and Thursday nights.

ELLA GINGLES ACQUITTED AFTER SENSATIONAL TRIAL

Theft Charges Not Proven—State Now May Proceed Against Her For Perjury.

CHICAGO, July 19.—Ella Gingles was cleared to-night of the charge of stealing from Miss Agnes Barrette, her former employer, but the story was told on the witness stand to the effect that an attempt was made to force her into white slavery was denounced as untrue by the jury that freed her.

The basis of the defence made by Miss Gingles' counsel was that Miss Barrette and others had attacked her and mistreated her in the Wellington Hotel on two occasions last winter, and that the object of these attacks and of the theft charges was to force her to an unnamed man in French Lick Springs, Ind.

She is a young lace maker who, after a brief residence at Montreal, Que., and Belleville, Ont., came to this city. A few months ago she was found apparently in an unconscious condition in a hotel apartment suffering ostensibly from asault and druging. She told a most remarkable story of a man climbing over the door transom, but the upshot was her arrest on charges of theft preferred by Mrs. Agnes Barretter, a lace dealer.

Miss Gingles thereupon told a further amazing story accusing Miss Barette of plotting to sell her as a "white slave" to a nationally prominent politician in Indiana. This man, on the witnes stand, positively denied the allegation, and thruout Miss Gingles has failed to substantiate her own charges.

The state's contention has been that she is a "mythomaniac," subject to delusions.

It was announced on Saturday that in the event of an acquittal a charge of perjury would be proceeded with, in an attempt to find out if she has accomplices.

The defence were prepared, in the event of conviction, to appeal to the supreme court, and the pastor of Garfield Boulevard Presbyterian Church had a fund of $1500 subscribed for such an emergency.

Mr. O'Donnell says he has spent about $1000 in putting up the defence, and says it would have been about $600 more if the stenographic services of Robert F. Ross had not been donated.

The girl's story has reopened talk of a new white slave crusade in Chicago. Despite attacks made on her testimony many believe she is telling the truth, and point to facts which they say bear out her story. She has won a great deal of sympathy and the court-room has daily been crowded.

FALLS FROM STREET CAR

Woman May Have Suffered Fracture of Skull.

Miss Florence Titchener of 147 Howland-avenue was taken to St. Michael's Hospital last night suffering from a bad scalp wound. It is thought her skull is fractured also. She was going to the island with her sister and brother, and when getting off a Bathurst-street car fell on her head.

Mrs. Anne Elizabeth Clark, aged 50, of 192 Carlton-street, was taken to the General Hospital in an unconscious condition, from which she had not recovered early this morning, at 1.15 yesterday afternoon. She is thought to be suffering from a stroke of apoplexy.

VANCOUVER FLOUR FOR BRITAIN.

VANCOUVER, B.C., July 19.—(Special.)—When the Blue Funnel Liner Teucer sails this week for the United Kingdom, via the Orient, she will take with her the first shipment of Vancouver flour to Europe by way of the Suez Canal. It consists of 75 tons.

Steel Plant Reopens.

PITTSBURG, July 19.—Without the slightest display of violence of any sort on the part of the striking employes, the plant of the Pressed Steel Car Company partially resumed operations to-day.

It's the Name Plate.

The hats sold by Dineen's, Temperance and Yonge-streets, are introducing themselves all over town. They carry a reputation for quality and style that no one need ever be ashamed of. None better anywhere, and no occasion for anyone to want better.

The Dineen label in a hat is notice to the world that you know good style and believe in the refinement of good quality. If you want to appear second rate there are plenty of inferior hats around town waiting to be sold.

HARVEST AUG. 20 IS WORD FROM THE WEST

Splendid Prospects Still Reported From Canadian West—Big Wheat Crop is in Demand.

WINNIPEG, July 19.—(Special.)—"Harvest should commence about August 20," says the Canadian Northern Railway weekly crop reportin the message from Warman, and it is practically the same from all over the west.

Each of the agents tells the story of magnificent growths and still more magnificent prospects, with a great big crop in view. Wheat is now 40 to 46 inches high at Humboldt, and most other places it has attained a height of 30 inches.

The grain is all said to be much ahead of last year and is looking very well. No damage is reported.

In some districts dealers report large sales of harvesting machinery in anticipation of bumper crop.

Concerning flax, the report says that there will be a heavy crop.

Bulls and Bears Both Satisfied With the Present Outlook.

NEW YORK, July 19.—(Special.)—The Herald's survey of the grain situation says:

Recent evidences of a very small surplus of old wheat have created a strong bullish feeling in the minds of traders generally, who believe that the new crop will be wanted and that buyers will be willing to pay a good price.

The world is waiting for the movement of the new American crop. In the first place shorts are waiting for wheat to fill contracts. Mills, many of which have been forced to close down on account of the lack of supplies, are anxiously waiting for new wheat to grind, and Europe is looking to America for a goodly supply of wheat to fill deficiencies in the foreign stocks and make up for rather poor crops abroad. The fact that old crop wheat for months has been selling around $1.35 to $1.45 from Kansas City to the seaboard speaks well for the strength of the situation, and while many authorities agree that it would be difficult to hold values at this figure, when the new crop begins to move in volume, it is the general belief that the new crop wheat will command a very good price.

Conditions point to a liberal crop of wheat this year in America and in Canada, but unless indications are very deceptive a good crop will be needed and readily absorbed. The outlook at present is for a total yield in the United States of around 700,000,000 bushels, and the price at which the crop will be marketed will depend largely on the volume of the demand from abroad. The Canadian crop will be our chief competitor, and so far indications point to a very large Canadian crop this year. Wheat is still moving from the Argentine in considerable volume, and reports from India and Russia are favorable, altho on the continent and in the United Kingdom it is believed that this year's yield will be somewhat deficient.

Weather Conditions Better.

Weather conditions during the last week improved materially and it is believed that little if any damage resulted from the heavy rains of a week ago. There were some complaints of blight, but as a rule reports were favorable regarding threshing returns in the winter wheat fields. Thus far the reports from the spring wheat crop have been very flattering, and unless some unforeseen damage occurs it is believed that a record crop will be made. The weather has been very favorable in the northwest, as beneficial rains were followed by clear and cool weather, and while the wheat plant has made very heavy growth and there has been some intimation that possibly appearances are deceptive there have been no serious complaints and no indications of black rust, which in some previous seasons has played much havoc with the northwestern spring wheat crop.

Receipts at primary markets have continued to run light, ranging from about 150,000 to 250,000 bushels a day, which compares with about 500,000 to 600,000 per day during the same period of last year and the year before. This delayed movement is doubtless due to the bad weather and congested traffic conditions, and many authorities predict that during the coming week a sharp increase may be expected.

Export business in new wheat so far has been rather light, doubtless due to the high prices asked, but there are apparently daily enquiries from abroad regarding prices, and last week some sales were reported of new winter wheat for shipment by way of outports.

Reports from Argentina regarding the prospects for the new wheat crop have been features in the market during the last week, as many complaints have been received regarding the lack of moisture, and already traders are beginning to feel rather apprehensive regarding the probable yield. The Argentine crop does not move, however, until about the first of the year, and reports are of a purely sentimental character, and it is believed that no serious damage has yet occurred. From Russia the reports are more favorable, and cable advices last week indicated a more liberal movement from that country, with increased offerings from the interior. The favorable monsoon in India, it is believed, insures a favorable start for the new crop in that country, and is being used as an argument pointing to prosperous conditions there during the coming year.

Favorable Weather For Corn.

The market last week was moderately active and prices were a little easier. The very favorable weather

Continued on Page 7.