

PICTURESQUE ANCIENT CEREMONY PERFORMED AT TOMB OF EGYPTIAN PHARAOH

Two Bulls Slaughtered to Appease Old Gods of Nile When Tutankhamen's Sarcoaphagus is Exposed to Public View.

A despatch from Luxor, Egypt, says:—The re-opening of the tomb of Tutankhamen on Thursday for inspection by some 200 visitors, guests of the Egyptian Government, was preceded by the picturesque ceremony, following the custom in the days of the Pharaohs, of sacrificing two bulls in the centre of the tomb. The first party, made up of Ministers and high officials, were present.

Thousands of natives and sheiks, in gorgeous costumes, crowded the gaily beflagged streets, singing to the accompaniment of Egyptian instruments. After the sacrifice the Government party was entertained by feats of horsemanship performed by the sheiks.

The whole party, including the foreign diplomats, members of Parliament and Commissioner Allenby, were then taken across the Nile on a Government steamer and to the Valley of the Kings in automobiles through a road lined with soldiers.

After refreshments served in a big tent, groups of eight entered the tomb, where the lid of the sarcoaphagus had been removed since the Egyptian Government took charge of the tomb. A large platform was erected, from which the visitors had an excellent view of the gold-covered figure of the Pharaoh.

Neither Howard Carter, the chief excavator, nor any of his staff was present at the ceremony, which was supervised by Prof. Jacau, the French Egyptologist, and the Egyptian Minister of Works.

The tomb will now be closed until March 10, when it will be reopened for ten days to permit the public to inspect it. The guests were given a banquet here on Thursday night, which was followed by an Egyptian fete and a fireworks display.



Admiral De Robeck

Who was in command of the Atlantic fleet in connection with the extensive British naval manoeuvres conducted in the Mediterranean.

English Smiths Must Adopt New Methods to Earn Living

A despatch from London says:—The village smith, according to no less an authority than the Rural Industries Intelligence Bureau, will soon be down and out unless he adopts modern methods.

"The smith," says Mr. J. Wedgwood, secretary of this bureau, "those at least, who try to make their living by shoeing horses, are dying out. The wheelwrights are in even a sadder plight. We are endeavoring to show the blacksmith how he can extend his trade. What we feel is that as the age is getting more and more mechanical, so village mechanics ought to be getting busier and more numerous, rather than dying out. The motor trade is putting horsed traffic into the background, but the employment of power and mechanical appliances by the agriculturist is also greatly on the increase."

The only way to have a friend is to be one.

New records have been set up in the production of raw material from the forests of British Columbia during the past year. It is probable that the mills will be found to have produced the largest amount of lumber yet recorded in the history of the province. The total amount of timber scaled in the province last year was 2,542,280,000 feet, as compared with 1,809,158,000 feet in the previous year.

TORONTO CHOIR APP LAUDED AS FINEST ON WESTERN HEMISPHERE

A despatch from Philadelphia says:—Once more the mighty Ninth Symphony of Beethoven conquered on Thursday night in what was undoubtedly the finest performance of it in Philadelphia for 25 years. This result is due to the combination of the finest chorus in the Western Hemisphere and the finest orchestra, under a leadership which was little short of inspired—and the Ninth demands all three if it is not to become monotonous. The novelty was the work of the Mendelssohn Choir of Toronto, which furnished the choral section.

There can be no question that this is the finest choir on this continent to-day. The singers who came to Philadelphia numbered 234, but apparently every one was a picked voice;

TORONTO.

Manitoba wheat—No. 1 Northern, \$1.13 1/4. Manitoba oats—No. 3 CW, 46c; No. 1, 45c. Manitoba barley—Nominal. All the above, c.i.f., bay ports. Ontario barley—65 to 70c. American corn—No. 2 yellow, 98 1/2c. Buckwheat—No. 2, 78 to 82c. Ontario rye—No. 8, 75 to 79c. Peas—No. 2, \$1.45 to \$1.50. Millfeed—Del., Montreal freights, bags included: Bran, per ton, \$28; shorts, per ton, \$30; middlings, \$30; good feed flour, \$2.10. Ontario wheat—No. 2 white, 98c to \$1.02, outside. Ontario No. 2 white oats—41 to 43c. Ontario corn—Nominal. Ontario flour—Ninety per cent. pat, in jute bags, Montreal, prompt shipment, \$4.70; Toronto basis, \$4.70; bulk seaboard, \$4.35. Manitoba flour—1st pats, in jute sacks, \$6.30 per barrel; 2nd pats, \$5.80. Hay—Extra No. 2 timothy, per ton, track, Toronto, \$14.50; to \$15; No. 2, \$14.50; No. 3, \$12.50 to \$13; mixed, \$12.50. Straw—Carlots, per ton, \$9.50. Standard re-cleaned screenings, f.o. b. bay ports, per ton, \$20. Cheese—New, large, 19 to 20c; twins, 20 to 21c; triplets, 21 to 21 1/2c; Stiltons, 22 to 23c. Old, large, 26 to 28c; twins, 27 to 29c; triplets, 30c. Butter—Finest creamery prints, 46 to 47c; No. 1 creamery, 43 to 45c; No. 2, 42 to 43c; dairy, 37c. Eggs—Extras, fresh, in cartons, 40 to 41c; fresh extras, loose, 37 to 38c; fresh firsts, 34 to 35c; fresh seconds, 31 to 32c. Live poultry—Spring chickens, 4 lbs. and over, 25c; chickens, 3 to 4 lbs., 20c; hens, over 5 lbs., 22c; do, 4 to 5 lbs., 15c; do, 3 to 4 lbs., 15c; roosters, 15c; ducklings, over 5 lbs., 19c; do, 4 to 5 lbs., 18c; turkeys, young, 10 lbs. and up, 22c. Dressed poultry—Spring chickens, 4 lbs. and over, 30c; chickens, 3 to 4 lbs., 25c; hen, over 5 lbs., 28c; do, 4 to 5 lbs., 24c; do, 3 to 4 lbs., 18c; roosters, 18c; ducklings, over 5 lbs., 24c; do, 4 to 5 lbs., 25c; turkeys, young, 10 lbs. and up, 32 to 35c; geese, 22c. Beans—Can. handpicks, lb., 7c; primes, 6 1/2c. Maple products—Syrup, per imp. gal., \$2.50; per 5-gal. tin, \$2.40 per gal.; maple sugar, lb., 25c. Honey—60-lb. tins, 11 to 11 1/2c per lb.; 10-lb. tins, 11 to 12c; 5-lb. tins, 11 1/2 to 12c; 2 1/2-lb. tins, 12 1/2 to 13c.

Weekly Market Report

11 1/2 to 12c; 2 1/2-lb. tins, 12 1/2 to 13c; comb honey, per doz., No. 1, \$3.75 to \$4; No. 2, \$3.25 to \$3.50. Smoked meats—Hams, med., 24 to 26c; cooked hams, 35 to 37c; smoked rolls, 17 to 18c; cottage rolls, 19 to 21c; breakfast bacon, 28 to 29c; special brand breakfast bacon, 28 to 30c; backs, boneless, 28 to 33c. Cured meats—Long clear bacon, 50 to 70 lbs., \$18.50; 70 to 90 lbs., \$19; 90 lbs. and up, \$17; lightweight rolls, in barrels, \$37; heavyweight rolls, \$32. Lard—Pure tierces, 14c to 15c; tubs, 15 to 15 1/2c; pails, 15 1/2 to 16c; prints, 18 to 18 1/2c; shortening tierces, 14 1/2 to 14 3/4c; tubs, 14 to 15c; pails, 15 to 15 1/2c; prints, 17 to 17 1/2c. Heavy steers, choice, \$7.50 to \$8; butcher steers, choice, \$6.75 to \$7.75; do, good, \$6 to \$6.50; do, med., \$5 to \$5.75; do, com., \$4.50 to \$5; butcher heifers, choice, \$6.75 to \$7.50; do, med., \$5 to \$5.75; do, com., \$4.25 to \$4.75; butcher cows, choice, \$4.75 to \$5.05; do, med., \$3.50 to \$4; canners and cutters, \$1.25 to \$2.10; butcher bulls, choice, \$4.25 to \$5.25; do, com., \$2.00 to \$3.00; feeding steers, good, \$5.50 to \$6.50; do, fair, \$4 to \$5; stockers, good, \$4 to \$4.75; do, fair, \$3.50 to \$4; milkers and springers, \$80 to \$120; calves, choice, \$10 to \$12; do, med., \$8 to \$10; do, com., \$5 to \$7; do, grassers, \$3 to \$4.50; lambs, choice ewes, \$14 to \$15; do, bucks, \$12 to \$14; do, fat, heavy, \$4 to \$4.50; do, culls, \$7 to \$8; sheep, light ewes, \$7.50 to \$8.50; do, culls, \$2 to \$3; hogs, fed and watered, \$8.25; do, f.o.b., \$7.75; do, country points, \$7.50; do, selects, \$9.05.

MONTREAL.

Oats—Can. West. No. 2, 55c; do, No. 3, 53 1/2c; extra No. 1 feed, 51 1/2c; No. 2 local white, 50 1/2c. Flour—Man. spring wheat pats., 1sts, \$6.30; do, 2nds, \$5.80; strong bakers, \$5.60; winter pats., choice, \$5.65 to \$5.75. Rolled oats—bag of 90 lbs., \$2.05. Bran—oats—Bag of 90 lbs., \$3.05. Bran—\$28.25. Shorts—\$30.25. Middlings—\$36.25. Hay—No. 2, per ton, car lots, \$16. Butter, No. 1 pasteurized, 41 1/2c; No. 1 creamery, 40 1/2c; 2nds, 39 1/2c. Eggs, fresh extras, 37c; fresh firsts, 35c. Potatoes, per bag, car lots, \$1.55 to \$1.60. Com. dairy type cows, \$3 to \$4; canners, \$1.50; com. bulls, \$3 to \$3.25; real good calves, \$9.50 to \$10; do, mixed lots, fairly good quality, \$8.50 to \$9; hogs, thick, smooths, and shops, \$8.25 to \$8.50.

SENT "HAMPSHIRE" TO BOTTOM OF OCEAN

First Authentic Story of Sinking of Cruiser on Which Kitchener Died.

Philadelphia, Pa., March 9.—With papers to prove his identity, Heinz Hickmann, born in Hamburg, Germany, a patient in St. Agnes' Hospital here, told a story to-day that seems to furnish the first authentic information published as to the manner in which the British cruiser Hampshire, on which Lord Kitchener died, was blown up.

Hickmann, a machinist on the U-22, of the German submarine flotilla, said his captain received a wireless from the German Naval Office in the summer of 1916, that the British commander was on the cruiser Hampshire, and ordering the ship sunk at any cost.

Hickmann says the U-22 and the Hampshire met about six o'clock in the morning. He refrained from giving the names of his captain and officers, on the ground that England, with the aid of France, would imprison them. Otherwise he was specific as to details.

The U-22's captain picked up the Hampshire with the periscope when she was fifteen miles away, and prepared for the execution of the order from the German Staff. Hickmann says they could see the cruiser had an escort of torpedo boats. He does not know how many, but he was sure of two, because they saw them when they came to the surface after firing the fatal torpedo into the heart of the cruiser.

Asked whether he could be more explicit in detail and whether he had seen Lord Kitchener on the deck of the cruiser, Hickmann said he could not, as the U-boat was probably fifty feet under the surface when the torpedo was fired. Then, according to rules on the undersea boats, he said, they went deeper and came up miles away from the victim.

Then it was they saw the torpedo boat escort, he said. After seeing the cruiser sink, they submerged again.

Then the captain reported by wireless that he had carried out orders and the Hampshire was at the bottom of the North Sea. Subsequently, he said, orders came to congratulate the officers and crew on the "good work."

Reports to the Dept. of Lands and Forests for Quebec state that the recent snowfalls have changed activity in lumber camps from cutting to the hauling of timber, which is available in large quantities. It is estimated that the lumber cut this year will be a record one.

COAL MINERS TRAPPED BY UTAH EXPLOSION

Seven Bodies Recovered But Fate of Majority is Still Unknown.

Castle Gate, Utah, March 9.—One hundred and seventy-five men employed in the day shift of the Utah Fuel Co. mine No. 2 were entombed by an explosion at 9 o'clock this morning.

Rescue parties entering the man-way at the rear of the mine have been able to penetrate but a quarter of a mile. Approximately twenty bodies are on one of the slopes in the Utah Fuel Co. mine, but it is impossible to reach them because of obstructions, according to two men who came out of the workings at 6 o'clock. The man-way was badly damaged and littered with debris.

Company officials have been unable to determine the nature of the explosion, although it is thought to have resulted from an accumulation of dust.

Three distinct explosions are reported. Fire equipment from the other camps of the Utah Fuel Co. was rushed to Castle Gate.

Mine inspectors on February 13 declared the ventilation and the sprinkling operation were in good shape.

The explosion was followed by several smaller blasts, according to company officials. The force of the first explosion was so great that the entrance to the property was blocked. The mine entrance is on the level and the mine runs back approximately a mile and a half, the working shafts following the drift of the coal vein. Because of the obstructed entrance rescue workers have been unable to determine even approximately where the first blast occurred.

The explosion is the first that has occurred there. In 1920 200 men lost their lives in an explosion and subsequent fire in the Winter Quarters Mine of the Utah Fuel Co. at Scofield, Utah, near here.

Castle Gate is a mining community of approximately 1,700 persons, 116 miles southeast of Salt Lake City.

Eskimos on Scaffold Blame Mounted Police

Fairbanks, Alaska, March 9.—Declaring on the scaffold that the police had long been enemies of their people, two Eskimos, Alik Omisk and "Esquimo" Tetamangma, met death without fear at Herschel Island, on Feb. 1, according to advices received here. They were convicted several months ago of the murder of Corporal Doak of the R.C.M.P., and Otto Binder, a white fur trader of Coronation Gulf.

Sergt. Thorne of the R.C.M.P. arrived yesterday at Fort Yuko, 150 miles north of here, and reported that he had executed the two men. Thorne's assistants in the execution remained at Herschel Island to go out by way of the Meckenzie River, after navigation opens. Sergt. Thorne stated that the two Eskimos had remained in good spirits until the hour of their death.

Higher Wheat Tariff Ordered by U.S. President

A despatch from Washington says:—An increase of 12 cents a bushel in the tariff rate on wheat was ordered on Friday by President Coolidge.

Acting under the flexible provision of the tariff act and on the basis of the tariff commission's recent inquiry, the President at the same time ordered an increase of 26 cents a hundred pounds in the duty on wheat flour and a decrease of 50 per cent. on the ad valorem rate on mill feeds.



HUGO STINNES.

German magnate is greatest power in his country politically as well as industrially. He is suffering a nervous breakdown.

NAVAL MANOEUVRES IN MEDITERRANEAN

British Fleet Concentrates in Former Principal Base for Artillery Practice.

London, March 9.—The whole fighting strength of the British navy tomorrow begins combined manoeuvres off the Balearic Islands in the Spanish Mediterranean. Admiral Beatty, First Sea Lord, will witness the operations, which are understood to include a night attack against an imaginary enemy fleet.

In British circles surprise is expressed at comment on British naval activity in the Mediterranean, appearing in the French, Italian and Spanish press. One article in the semi-official Paris Temps called attention to the fact that the naval gesture synchronizes with an air debate in the House of Lords during which Air Minister Thomson declared the British air program is directed at France.

It is declared here that until the German fleet menace caused British concentration in the North Sea, the Mediterranean was the principal base for British sea power. Britain is now, it is explained, merely returning to the historic policy temporarily abandoned fifteen years ago.

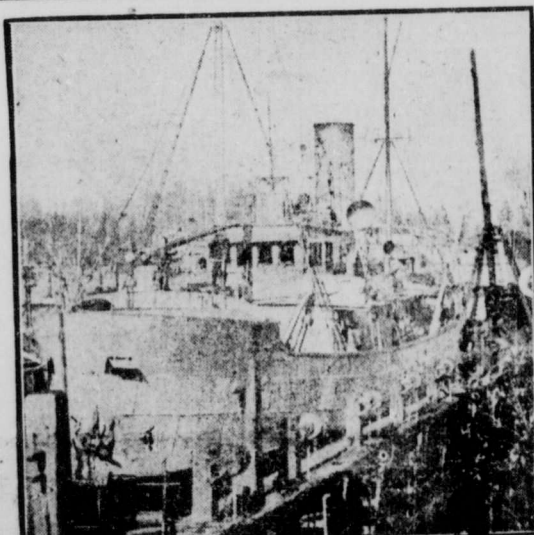
No reply is made to the French suggestions that the present manoeuvres have in view the possibility of checking the movement of French troops from Africa in event of a European war. It is merely remarked that naval manoeuvres in any country must take into account strategic conditions that may arise under any circumstance.

Baronial Country House Reconstructed into Small Homes

A despatch from London says:—A new use for English country mansions, which rapidly are becoming a drug on the real estate market, due to the inability of present-day owners to find means to keep up these homes in style, is forecast by an experiment being tried out in Rolleston Hall, the fine baronial mansion near Burton-on-Trent.

A syndicate which has purchased the former consists mostly of old families, and as Rolleston is situated in the heart of the Meynell hunting country, plans are being made to convert the hall into six separate houses.

The partitioning, which is unprecedented in the case of such a palatial mansion, will be carried out vertically and not horizontally, resulting in reconstruction into houses and not flats.



Photograph shows the Canadian patrol steamer Thiepval, which has left Victoria to plant depots and fuel stations for the British round-the-world plane flight along the coast of the Aleutians to Japan.