

Canada from Coast to Coast

St. John's, Nfld.—The hunt for fur is extending northward each year, according to officials of the Hudson's Bay Co. and Revillon Freres. These have already despatched their steamers on their annual tour of the northern ports which each season are being located farther and farther north as the field of the pelt hunters is extended into the Arctic. The Hudson's Bay Co. now has a numerous chain of ports in Baffinland and other areas north of Hudson Strait. Two years ago the company undertook to establish a herd of reindeer in Baffinland with a view to augmenting the meat supply of the region.

Halifax, N.S.—One thousand tons of gold arsenical concentrates left here during the week for Antwerp. This shipment, the first of any volume to be made from Canada, was purchased from the Clark Gold Mines Corp. for the English Government and will be used in connection with a new English process in the manufacture of dyes. The consignment is bound for a large plant at Antwerp recently erected by the British Government.

Montreal, Que.—With eighty-seven tramp steamers now chartered to load grain here for Europe in the near future, seventy-six of them during the present month, active preparations are in progress at the port of Montreal for the biggest rush of grain ever known on the St. Lawrence. The number of steamers now chartered constitutes a record for the period.

Toronto, Ont.—The Canadian National Exhibition crossed the million and a half attendance mark for the first time in history. The figures for the closing day were 148,000, bringing the 1924 total to 1,519,000 as compared with 1,493,000 in 1923, the previous high record, showing a gain of 26,000. Financially the fair was a success. Receipts are expected to be about \$1,100,000 and it cost about \$750,000 to stage the great fair and operate it, the prize list alone reaching the total of \$85,000.

The Pas, Man.—An area of approximately 10 acres of Crown land, situated at either mile 137 or mile 185 on the Hudson Bay Railway, is to be placed under cultivation as a demonstration farm by the Federal Dept. of Agriculture. The object will be to demonstrate growth and maturity of all garden vegetables, grains and grasses which may prove commercially practicable.

Saskatoon, Sask.—It is the belief in Saskatoon that the ranching venture of the Prince of Wales must be a paying proposition. The Saskatoon industrial board has just mailed a cheque for \$501 to the E.P. ranch, this being the amount won by the prince's exhibits at the 1924 Saskatoon fair.

Lethbridge, Alta.—In this the first year of the operation of the Lethbridge Northern irrigation district, some 30,000 acres out of the total of 105,000 acres possible of irrigation have been put under the water. Several farmers irrigated upwards of 200 acres.

Vancouver, B.C.—If Vancouver develops as much in the next two years as officials of the Imperial Oil Co. of Canada, with headquarters at Toronto expect, the company will erect a modern ten-storey office building here to cost in the neighborhood of half a million dollars, according to information received from Toronto by the local manager of the company.



Coincident with the presence of the Prince of Wales in the U.S., is the fact that King Edward VII, when the Prince of Wales, arrived in New York as Lord Renfrew on September 20, 1860. He is shown as photographed at that time.

BRITISH PUBLIC SHOWN ROYAL ROUTE

Railway Agents in Britain Indicate Prince's Trip With Flagged Map.

A despatch from London says:—The Canadian National Railways publicity department is cleverly exploiting the Prince of Wales' journey over the National Railways. In the windows of over three hundred agents in England and Scotland a large map is placed, flagged along the route to indicate the chief points through which the prince's train passes, a large flag is waved daily to indicate the location of the prince's train.

Weather Maps of Northern Hemisphere Made at Sea

On arrival at Liverpool in the Cunard liner Carmania from Canada, Sir Napier Shaw, professor of meteorology, Imperial College of Science and Technology, South Kensington, said that on the way out to Canada, and by means of wireless, a meteorological map of the northern hemisphere was made.

Government Forces in Honduras Grapple With Rebels

A despatch from Tegucigalpa, Honduras, says:—A sanguinary battle between the Government forces and the rebels has been raging for the past 24 hours around Comayagua. No details have yet been received as to the exact situation of the contending armies.

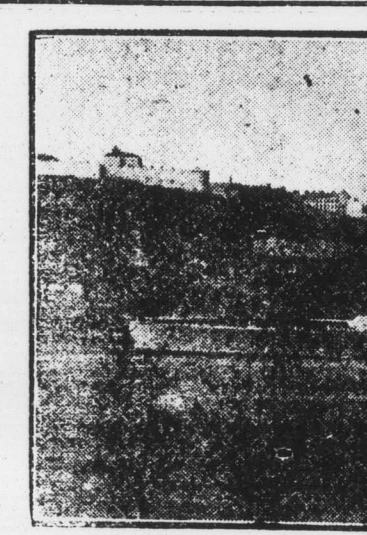
Government troops have recaptured Santa Rosa, Copan and La Esperanza from the rebels.

On the North American continent the British possessions are larger by nearly 100,000 square miles than those of the United States.

Trade Treaty Arranged Between Australia and Canada

A despatch from Ottawa says:—It was announced by the Prime Minister on Thursday that the negotiations with Australia which have been carried on for several months by the Hon. James A. Robb, Acting Minister of Finance, and the Hon. Thomas A. Low, Minister of Trade and Commerce, have resulted in the conclusion of a trade agreement between the two Dominions. The agreement is of a reciprocal nature, granting the Dominion of Canada preference in many lines of export, in return for which Canada agrees to extend equally favorable treatment to various Australian products.

The great boon that the radio has become to settlers in the Northland is emphasized by Rev. W. Gladstone Walton, a missionary from Ungava, on the eastern shores of Hudson Bay. He states that along the shore many stations have been erected and that though mails are delivered in Ungava only from two to four times a year the settlers and traders are getting world news by radio as early as the readers of city newspapers.



H.M.S. Hood, the largest battleship in the world, is shown anchored in the St. Lawrence River at Quebec. In the background may be seen the Citadel, the Chateau Frontenac and Quebec Seminary.

JAPAN AND PERSIA BACK CHINA'S CLAIM

Seat on League Council Insisted Upon by China—Plea for Foreign Nationals.

A despatch from Geneva says:—Indications that the Far Eastern countries, especially China and Japan, will stand together in insisting upon all their rights before the League of Nations was furnished by Thursday night's session of the League of Nations. Japan came out squarely in favor of granting China a seat on the Council of the League as a great Asiatic power, thus giving expression to Japo-Chinese solidarity. Persia also backed China's insistence that the great geographical divisions of the world, the principal races and the chief sources of wealth should all be recognized in the distribution of Council seats, and urged that China be given a seat because Asia is the largest country in the world, containing half the human race.

Through the unanimous adoption of a resolution favoring the allocation of seats on the basis of geographical divisions, it would seem likely that the present number of non-permanent seats, which is six, will be increased, so as to include China and perhaps some other countries.

Another feature of Thursday night's session of the Assembly was an address by Viscount Ishii, on the question of equitable treatment of foreign nationals in the domain of international commerce, upon which the permanent Economic Commission of the League submitted a preliminary report. Viscount Ishii declared that Japan attached great importance to this question, for she considered that it was one of the most important tasks of the League to see to it that "no member of the League is subject to any unjust discrimination in its international activity in the field of economics."

"In order to facilitate peace and insure the progress of the world," he continued, "it is necessary that the peoples should respect one another. The question of the equitable treatment of foreign nationals is a gauge of the evolution of the League of Nations. In the last month of the dawn of a new era of peace and mutual understanding has been rising in Europe."

Aerial Passage London to Paris Every Half Hour

A despatch from London says:—Half-hourly aerial services between London and Paris will be inaugurated as soon as a sufficient number of sixteen-seater air express have been built for Imperial Airways, a British concern. Americans, who constitute four-fifths of the air passengers between the British and French capitals, will be able to fly without making reservations, completing their journey in two and one-half hours from terminus to terminus.

Experts consider frequent service of this sort best for short distances, while bigger machines, carrying fifty passengers, should be used on trunk lines to Moscow, Constantinople and Egypt.

Sincerity and common sense make a passport anywhere.



For reasons known to himself, the Prince of Wales has refused to have bridged this pretty stream on his Alberta ranch. To get to the houses and barns it is necessary to ford the waters.

The Week's Markets

TORONTO.

Man. wheat—No. 1 North, \$1.53 1/2; No. 2 North, \$1.49 1/2; do, f.o.b., \$1.45 1/2; No. 2 CW, 64 1/2 c; No. 3 CW, 63 1/2 c; extra No. 1 feed, 63 1/2 c; No. 1 feed, 62 1/2 c; No. 2 feed 60 1/2 c. All the above c.i.f., bay ports.
Am. corn, track, Toronto—No. 2 yellow, \$1.30.
Millfeed—Del., Montreal freights, bags included: Bran, per ton, \$27; shorts, per ton, \$29; middlings, \$35; good flour, per bag, \$2.05.
Ont. oats—No. 3 white, 48 to 50c; No. 2 winter, \$1.16 to \$1.18; No. 3 winter, \$1.14 to \$1.18; No. 1 commercial, \$1.11 to \$1.15, f.o.b. shipping points, according to freights.
Barley—Malting, 79 to 82c.
Buckwheat—No. 2, 90c.
Rye—90 to 93c.
Ont. flour—New, ninety per cent. pat., in jute bags, Montreal, prompt shipment, \$5.75; Toronto basis, \$5.75; bulk seaboard, \$5.50.
Manitoba flour—First pats., in jute sacks, \$8 per bbl.; 2nd pats, \$7.50.
Hay—No. 2 timothy, per ton, track, Toronto, \$14; No. 3, \$12.50.
Straw—Carlots, per ton, \$9.50.
Screenings—Standard, cleaned, f.o.b. bay ports, per ton, \$22.50.
Cheese—New, large, 19c; twins, 19 1/2 c; triplets, 20c; Stiltons, 21 to 22c. Old, large, 23 to 24c; twins, 24 to 25c; triplets, 25 to 26c.
Butter—Finest creamery types, 38 to 39c; No. 1 creamery, 36 to 37c; No. 2, 34 to 35c; dairy, 28 to 30c.
Eggs—Extras, fresh, in cartons, 45c; extra, loose, 43c; firsts, 38c; seconds, 30 to 31c.
Live poultry—Hens, over 5 lbs., 20c; do, 4 to 5 lbs., 17c; do, 3 to 4 lbs., 15c; spring chickens, 2 lbs. and over, 25c; roosters, 12c; ducklings, 4 to 5 lbs., 18c.
Dressed poultry—Hens, over 5 lbs., 26c; do, 4 to 5 lbs., 22c; do, 3 to 4 lbs., 18c; spring chickens, 2 lbs. and over, 30c; roosters, 15c; ducklings, 4 to 5 lbs., 25c.
Beans—Canadian, hand-picked, lb., 6 1/2 c; primes, 6c.
Maple products—Syrup, per imp. gal., \$2.50; per 5-gal. tin, \$2.40 per gal.; maple sugar, lb., 25 to 26c.
Honey—60-lb. tins, 13 1/2 c per lb.; 10-lb. tins, 13 1/2 c; 5-lb. tins, 14 1/2 c; 2 1/2-lb. tins, 15c.
Smoked meats—Hams, med., 27 to 29c; cooked hams, 40 to 42c; smoked rolls, 18 to 20c; cottage rolls, 21 to 24c; breakfast bacon, 23 to 27c; special brand breakfast bacon, 29 to 31c; backs, boneless, 33 to 38c.
Cured meats—Long clear bacon, 50 to 70 lbs., \$17.50; 70 to 90 lbs., \$16.80; 90 lbs. and up, \$15.50; lightweight rolls, in barrels, \$33; heavyweight rolls, \$27.
Lard—Pure, tierces, 17 1/2 to 18c; tubs, 17 1/2 to 18 1/2 c; pails, 18 to 18 1/2 c; prints, 20 1/2 to 20 3/4 c; shortening, tierces, 16 to 16 1/2 c; tubs, 16 1/2 to 17c; pails, 17 to 17 1/2 c; prints, 18 to 18 1/2 c.
Export steers, choice, \$7 to \$7.50; butcher steers, choice, \$5.50 to \$6; do, good \$5 to \$5.25; do, com. to fair, \$3 to \$4.75; butcher heifers, choice, \$5.25 to \$5.75; do, good, \$4.75 to \$5; do, com., \$3.50 to \$4.25; butcher cows, choice, \$4 to \$4.50; do, fair, \$3 to \$3.75; do, canners and cutters, \$1.50 to \$2.50; butcher bulls, good, \$3.50 to \$4.25; do, fair, \$3 to \$3.50; do, bologna, \$2.50 to \$3; feeding steers, good, \$5.25 to \$5.50; do, fair, \$4.50 to \$5; stockers, good, \$4.50 to \$5; do, fair, \$3.50 to \$4; calves, choice, \$10 to \$11; do, med., \$8 to \$10; do, grassers, \$4 to \$5; milch cows, choice, \$75 to \$90; springers, choice, \$80 to \$100; plain cows, \$45 to \$65; good light sheep, \$7.50 to \$8.50; heavies and bucks, \$4 to \$5; culls, \$2 to \$4; good ewe lambs, \$11.50 to \$12; bucks, \$9.50

to \$10; culls, \$8 to \$9; hogs, fed and watered, \$9.85 to \$10.10; do, f.o.b., \$9.25 to \$9.50; do, country points, \$9 to \$9.25; do, off cars, \$10.25 to \$10.50; do, select, fed and watered, \$10.85 to \$11.10.

MONTREAL.

Oats, Can. west, No. 2, 70c; do, No. 3, 69 1/2 c; extra No. 1 feed, 68 1/2 c. Flour, Man. spring wheat pats., 1sts, \$8; seconds, \$7.50; strong bakers', \$7.30; winter pats., choice, \$6 to \$6.10; rolled oats, bag 90 lbs., \$3.55 to \$3.65. Bran, \$7.25. Shorts, \$9.25. Middlings, \$15.25. Hay, No. 2, per ton, car lots, \$16.50 to \$17.
Cheese—Finest westerns, 17 1/2 to 17 3/4 c; finest easterns, 17 to 17 1/2 c.
Butter—No. 1 pasteurized, 36 1/2 c; No. 1 creamery, 35 1/2 c; seconds, 35c.
Eggs—Storage extras, 42c; storage firsts, 36c; storage seconds, 30c; fresh extras, 48c.



The camera doesn't lie. So this Toronto lady had her photograph taken with the sixteen-pound lunge she landed unassisted in the Trent River this season, the biggest catch made by any woman.

ROYAL RANCHER HAS REACHED DESTINATION

Passes Through Calgary While Sleet Storm Rages—Motors from High River.

A despatch from Calgary says:—With a driving sleet storm sweeping the city, Edward, Prince of Wales, arrived in this city at 8.20 o'clock on Thursday night. The royal special stopped here forty-six minutes, afterward proceeding to High River, where the royal rancher spent the night on board his train. On Friday he motored to the E. P. Ranch.

The Prince is suffering from a slight cold which he contracted on his trip across the continent.

There was only a handful of people to greet him at Calgary, for the movements of the train had been shrouded in mystery and the public put off the scent by the announcement that the train would not come to the depot, as it did.

There was no official welcome at

MINERAL WEALTH ABOUNDS IN ARCTIC

Captain Bernier Brings Information About Treasures of Northern Isles.

A despatch from Quebec says:—The long discussed question as to whether the Dominion of Canada will ever benefit materially from the mineral riches of the northern islands in the vicinity of the Arctic Circle, many of which have been claimed for Canada in recent years by Captain J. S. Bernier, noted adventurer and Arctic explorer, would appear to be more or less definitely settled with the arrival of the "Arctic" at this port.

That there is every reason to be enthusiastic over the almost limitless possibilities in regard to the mineral development of the far north country, was the keynote of statements made by members of the expedition to the Canadian Press, the information being given out that, perhaps, in a short period of time, the agents of the Federal Government will take steps to open up and develop what are considered to be huge treasures in mineral ore.

F. M. D. Henderson, of the North-west Territories and Yukon branch of the Federal Department of the Interior, stated in the course of an interview, that although it would be a little premature to speak with exactitude as to the wealth of the northern islands, he and all concerned were strongly of the opinion that the resources there might prove to be of such a vast and wealthy nature as to astonish the civilized world.

The "Arctic" went as far north as Kane Basin, on the northeastern coast of Greenland.

The Difficulty.

Poultry Farmer—"You'd be surprised what a difference these incubators make. We can hatch out two or three hundred chicks every week."
Dog Breeder—"Good gracious! How ever do you manage to find names for them all?"

Building.

When a house is reared, each brick laid, each nail driven, each rafter set in place finds its position on the basis of all that was done up to that moment. There must be a solid underpinning that the superstructure may be substantial. It is impossible to derive a rock-bottom stability from a quicksand foundation.

The structure of society depends on the performance of each man in his place through the generations. Age builds on age; and as we come on the scene we inherit the fruit of the toil and travail of civilized mankind before us. In our turn we are bound to leave "on going hence some immemorial thing." All we can do is to live our lives as well as we know how to live them and leave the issue with the Master Builder whom the stars obey.

A good name, like the inferior fortune that is money, is a matter of accretion. The good neighbor and useful citizen is known to-day by what he has been consistently for many years. In rare instances, which headlines seldom fail to emphasize, the pillar of church and state topples suddenly to ruin; and there is grief, with general amazement. When we see such a collapse, we must remember the infinitely small proportion measured with the number of those who continue to justify the affectionate general confidence.

That public esteem is worth a man's ceaseless effort to acquire; and it is better to upbuild such a reputation than to rear the most palatial of the houses made with hands.

At the annual meeting of the Canadian Automobile Association it was announced that outside of Ontario there remained but a solitary link to connect up a Dominion transcontinental highway, and that contracts for the completion of this connection which was in the Rockies has now been let by the British Columbia Government.