

STOCK MARKET NEWS

Furnished by Johnston & Ward, Board of Trade Building, Water Street

TO-DAY'S NEW YORK OPENING.

Am. Tobacco "B"	116 1/2
Am. Smelters	110 1/2
Baldwin	120
C. P. R.	151
Certainteed	53 1/2
Erie 1st Pfd.	41 1/2
Flaherty	91 1/2
General Motors	107
General Cigar	97 1/2
Happness Candy "A"	87 1/2
Liberty Bell	76 1/2
Overland Com.	26 1/2
Public Service of N. J.	78 1/2
Pacific Oil	53 1/2
Railroads	59 1/2
Sinclair	18 1/2
Spicer	34 1/2
Studebaker	57 1/2
Timken R. Bearing	44 1/2
Union Pacific Railway	142 1/2
U. S. Smelters	47
U. S. Steel	124 1/2

MONTREAL OPENING.

Brazilian	73 1/2
Can. Steamships Pfd.	55
Laurentide	77
Montreal Power	210 1/2
Can. Steel	92 1/2
Winnipeg Electric	48

WHEAT OPENING.

Chicago Sept.	143
Chicago Dec.	143 1/2
Winnipeg Oct.	124 1/2
Winnipeg Dec.	124 1/2

(From Financial Post, Sept. 4th, 1925)
WATAGAMACK PURCHASES ST. LAWRENCE SURPLUS.

MONTREAL—The St. Lawrence Paper Mills is completing several additions and extensions to its plant in Three Rivers. These include a modern sulphite mill of 100 tons daily capacity. In the past, the company has purchased its sulphite requirements on the open market, and the object of these extensions is to make the plant a complete self-contained unit, well arranged and equipped with the best type of machinery.

The company's newsprint output

consists of 150 tons per day, and for this output the sulphite requirements amount to between 35 and 40 tons. It has been announced that all the surplus sulphite not required for the company's newsprint operations will be sold under contract to the Watagamac Pulp and Paper Company.

PORT ALFRED COMPANY BUYS NEWSPRINT MACHINES.

MONTREAL—The Port Alfred Pulp and Paper Company has booked its orders for two high speed paper machines and work on the machines themselves has begun.

Each of the machines is to have a width of 234 inches with a daily capacity of about 125 tons or 250 tons for both. It is expected that they will be built and ready for shipment early next year. The Port Alfred Company recently purchased a pulpwood tract of 1,500 square miles on the Peribonka River from the Province of Quebec for \$900,000. Upon the completion of the deal, the company immediately prepared to build a new groundwood and newsprint mill.

ANOTHER NEW PAPER MILL FOR NEW WESTMINSTER.

MONTREAL—William Gorman, for many years the Eastern representative of the Provincial Paper Mills together with other interests, are negotiating with the City of New Westminster, B.C., for the establishment of a paper mill there. The interest behind the project desire, and are asking for a site of about three acres and exemption from taxation for a number of years. If the negotiations are successful, a building of about 400 feet by 200 feet is projected; it would employ some 60 persons at first and eventually double that number. It is understood that the plant would not compete in any way with the Westminster Paper Mills, which have been established for some time, and turn out about 15 tons per day of toilet tissue, medium weight wrapping and bags.

Liquor Ship Crew Refuse to Allow Owner on Board

London, Sept. 15.—"Who would have thought that in the year 1925 the magic cry, 'Stand by to repel boarders!' or something very like it, would have been heard at mysterious midnight in the River Thames? Yet it has happened," says the Evening News in a story yesterday describing the latest developments in the career of the now notorious whiskey ship, the schooner General Serrett.

The schooner yesterday was in the Pool of London, just above Tower Bridge, and was unloading its cargo

of liquor, which was said originally to have been destined for the United States by way of Rum Row, into barges to be put into bonded warehouses along the Thames.

The Evening News' story deals with a quarrel which has arisen between the owners of the ship and its crew about the payment of wages. It also reveals that as a result of investigations made by prohibition agents, it is known that the General Serrett was given a port to port consular pass by the British Consul at Antwerp, enabling her to sail for Halifax under the British flag. This pass expired automatically when the ship was obliged to call at Dover for repairs and supplies, this stop being a violation of the requirements for a

LADIES' AND GENTLEMEN'S HIGHEST CLASS TAILORING. BEST VALUES. SATISFACTION GUARANTEED.

AT STRANG'S THE SHOP ON THE CORNER.

WEEK-END SPECIAL.

\$1 OFF SALE

Men's Caps

\$1 off any Cap in our entire stock, which comprises the best makes of Caps. Such an opportunity is well worth looking up

SECURE YOUR CAP NOW AT A DOLLAR SAVE—

Regular \$2.75 Caps.	Now	\$1.75
" \$2.95 "	"	\$1.95
" \$3.25 "	"	\$2.25
" \$3.75 "	"	\$2.75
" \$5.50 "	"	\$2.50
Etc.		Etc.

Strang's

CORNER PRESCOTT ST. and WATER ST.

may 15, 1925

Granulated SUGAR

IN ONE HUNDRED POUND LINEN SACKS

\$6.50 each

OLIVE OIL

FINEST SPANISH CREAM OLIVE OIL Imported direct from Malaga.

ONE GALLON TINS \$2.80 each

GREENGAGES, RED & BLUE PLUMS

200 Baskets ex. Express—also,

GREEN PICKLING TOMATOES, PEPPERS, ONIONS and CUCUMBERS.

W. E. BEARNS

"THE HOME OF GOOD THINGS TO EAT!"
DUCKWORTH ST. RAWLINS' CROSS.
379. PHONE 971.

apr3, 1925

non-stop trans-Atlantic run.

Apparently the officer in charge of the schooner now refuses to take any orders from her owners or to allow them aboard, and last night, the Evening News says, the General Serrett presented an extraordinary scene. The day had been spent by the owners and agents in a vain effort to get aboard. Then just before midnight, Mme. Mabel Casares, wife of the son of a wealthy Argentine merchant and managing director of the owning company (the Gloria Steamship Company) accompanied by three legal advisers and by river police, made a final effort to get aboard.

A hail from Mme. Casares' party for Captain Whitburn brought the flash of an electric torch from the schooner's deck and a halless, bristled-headed man carrying a hurricane lamp, appeared and declared himself to be the captain. He told the party to go away.

"What, no come on my own ship!" Mme. Casares retorted that she had a right to go.

Joyce, the supercargo.

"An excited colloquy followed, Joyce asking why, if she were the owner, she didn't pay her men, and Mme. Casares retorted that she had paid them. Joyce, turning to the crew standing behind him, demanded, 'Have you ever had any money from this woman?' Sullen negative headshakes conveyed the crew's reply.

"Joyce then threatened to jump on the police ship and clear the party off if they persisted in their efforts to get aboard the schooner. The party then withdrew."

According to the Evening News the supercargo Joyce served, with real distinction in the Antarctic expeditions of both Capt. Robert F. Scott and Sir Ernest Shackleton, and the latter, in the course of a lecture in London, once referred to Joyce as "the saviour of the Ross sea party."

On "Making Up One's Mind"

"It is easy to lay down rules. In general, however, it may be said that the simpler the outlook the more single the aim, the easier the process of decision. 'The smaller the mind the sooner made up,' writes 'F. A. B.' in the Birmingham Post.

"We are continually being called upon to exercise our powers of judgment. Every day witnesses decisions considered, made, deferred. And in both the method and drift of them we are surely indicating and forming character. Questions in which plain issues of right and wrong are involved should not, of course, take long to decide.

"Where the path of duty is clearly shown the rule certain, and by the same token, clamorously urgent: 'This is the way, walk ye in it.' Here, at least, one should experience no difficulty in 'making up one's mind.'"

Many Settlers to Come From Britain

Plans are under way for an immigration movement of 5,000 people to Canada under the auspices of the Salvation Army. It was stated by Col. Thomas R. Tudge, representative of Commissioner Lamb in Canada. Major D. Fletcher, of Liverpool, will arrive in Montreal this week and will make a thorough inspection of the situation here preparatory to giving a series of lectures on the Dominion when he returns home.

Three thousand people have come to Canada under Salvation Army auspices during the past 12 months and it is expected that this number will be doubled next year. A big campaign will be launched in Great Britain with the object of ensuring the immigration of men suitable for farm life. No lad who is not properly trained in farming and whose case has not been submitted to the Dominion Immigration Department in London, will be allowed to emigrate. Committees employed under the Overseas Settlement Scheme will arrange for a large migration of girls for domestic service in Canada.

FOR EVERY ILL—MINARD'S LINIMENT.

A Cattle Rustler

On Wednesday last a man who states that he beat his way home from Winnipeg, stole a bullock from Remond's field and disposed of it to a well known butcher of New Gower Street. The animal, owned by Mr. Thompson, the butcher, was bought at auction about a week ago for \$90.00. The thief made a bargain to sell for \$35.00. He had not the animal with him but told the butcher it was at Kelligrews with others, which he was bringing by train from Placentia. He gave his name as Dawe. In due time the bullock was brought to the butcher's stable and arrangement for payment was made. Examining the animal more closely after the man had gone, the butcher discovered certain marks which he recognized and forthwith acquainted the police. Last night the thief went to get paid and was placed under arrest. He was given six months imprisonment to-day, and the magistrate ordered that his case be investigated so that he might be deported when the term expires.

Destruction by Crows

Residents of suburbs who engage in the business of snaring rabbits, complain that no sooner are the animals caught than they are devoured by crows which appear to be more numerous this year than ever before. As the Department of Game and Inland Fisheries pays a bounty of 20 cents per head for each crow killed some good shot could make the job of extermination a profitable one. The bounty has been paid on some hundreds of crows since it was first offered a few years ago. All the farmers necessary is to present the lower bill of the crow as evidence, and it is honored on sight.

Secrets of the Snows

This summer has witnessed one of the greatest exploits of mountaineering ever recorded—the conquest of Mount Logan, the highest peak in Canada, which rises to a height of over 19,000 feet.

The Canadian Alpine Club expedition, which triumphed over all obstacles and reached the summit of Mount Logan, originally consisted of eight members, but two of them had to abandon the attempt because of frost-bite and general exhaustion before attaining their goal.

Almost incredible hardships were suffered by the conquerors of Mount Logan, who spent forty-four days directly on ice in getting to the summit and back again. Each man of the party had to pack about seventy pounds over two hundred miles of ridge and glacier. Dangerous storms were encountered, especially on the return journey, and only the most heroic efforts averted loss of life.

On the last lap of the ascent, when the party reached what they believed to be the highest point of the mountain, they found yet another peak towering above them. To attain this they had to descend a thousand feet into a valley between the two peaks before again beginning to climb.

This final peak was heart-breaking work, as the party had to make progress up a steep snow and ice slope, terminating in a knife area that led to the summit. The temperature when they gained the top was four degrees below zero.

Fire Guards at St. Paul's

WATCHMEN'S NIGHT PATROL.

Elaborate precautions are being taken by the authorities of St. Paul's Cathedral to protect the building against fire while it is in the hands of the workmen.

Amid the desolation behind the great wooden screen which divides the nave from the rest of the cathedral, fire hydrants are fixed in the floor and long trains of hosepipe wind their way across the marble slabs, which used to be white, up the stairs to the library and the galleries and down to the crypt.

Fire extinguishers are placed here and there among the dismantled pieces of the great organ which lie piled up in the choir stalls and the Jesus Chapel. Under the dome yards of hosepipe are propped up on poles and at night these are extended to the nave ready for emergency.

These precautions have been taken at the instance of the insurance companies and the Fire Brigade, for the risk of fire has been greatly increased by the placing of the dismantled ornaments, pictures, and carvings in heaps on the floor.

A great iron pipe passes up through the floor from the crypt, and attached to it were dozens of automatic sprinklers which protrude from the wooden screen. The heat of a slight fire automatically sets this system in operation.

Two watchmen patrol the cathedral regularly throughout the night and report at intervals to the Fire Brigade which is connected to the building by two telephones. Fire Brigade officials ring up the cathedral every night and morning, and if they get no reply they

drive round immediately in a motor car.

The day staff take over the watch from 6 o'clock.

Another War Secret Revealed

DIVERS RAISING A SUNKEN MONITOR.

Holiday makers at Dover are greatly interested in the preparations being made by divers to raise the sunken monitor Glatton, the tomb of sixty sailors, and containing enough high explosives to blow up the whole town. The Glatton caught fire a few hours before she was to leave with another ship to bombard Ostend seven years ago. Many of her crew were killed by an explosion of cordite that occurred when they were fighting the flames, and as she was a great floating arsenal that might go off at any second, Admiral Sir Roger Keyes directed that she should be torpedoed.

The surprise of visitors, who, watching the work of divers, can actually see part of the vessel at low tide, is increased by the fact that they never heard of the accident that overtook the monitor.

Local residents, of course, knew of the ship's fate, and in September last an impressive memorial service was held over the spot where she went down, and wreaths from the Mayor and Corporation of Dover were among the many beautiful tributes lowered into the water.

Every day the divers go down, fixing the 12-in. hawsers that are to be fastened to her 5- and 6-in. guns and then pass right under her.

Air compressors have removed the silt, and all useless parts of great weight, including the captain's bridge have been cut away by oxy-acetylene jets to make the actual raising, the date of which now mainly depends on the weather, as easy as possible.

The King's Guest

MR. RAMSAY MACDONALD AT BALMORAL.

About 200 motor-cars brought a large addition to the usual congregation at the little church at Crathie, Aberdeenshire, where the King and Queen worshipped recently. Among those who attended the service was Mr. Ramsay MacDonald, who stayed at Balmoral over the week-end and also sat in church immediately behind the King, in the seat formerly

reserved for Cabinet Ministers in driving back with Lady Bertha Davidson, lady-in-waiting to the Queen.

The service was conducted by the Rev. John Stirling, Domestic Chaplain to the King.

retired, from the castle

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