

## Canada from Coast to Coast

**Halifax, N.S.**—Edward A. Patterson, mining engineer of London, Eng., visiting Nova Scotia, states that the mineral resources of this province are practically lying dormant and that with proper development along scientific lines mining could be made to take the first place in the province's industries. It is believed that the recent visit of the province's premier to the Old Country did much to awaken interest in this phase of Nova Scotia development.

**St. John, N.B.**—The Dominion Trade Commissioner to the West Indies has been visiting St. John in company with exporters and importers interested in trade with the West Indies. He states that there is a keen desire on the part of those resident in the West Indies for closer trade relations with Canada, and that prospects were brighter now than for some time. He looked for an increased business between the two countries.

**Montreal, Que.**—According to advice from London the proportion of Empire butter imported of total butter imports in the year ending June 30th, 1924, was 35 per cent., as compared with 45 per cent. in the previous year, and 52 per cent. in the year 1921-22. Imports from Canada in the year dropped some 5,654 tons. Toronto, Ont.—It is reported that the world's largest paper mill is planned for Northern Ontario. It is to have 1,000 tons capacity and will utilize Smoky Falls, on the Mattagami River, capable of making 200,000 h.p., and the largest and best power site in Ontario, north of the St. Lawrence. To feed such a gigantic mill there remain untouched some of the best pulp limits in the north.

**Winnipeg, Man.**—Under the terms of a new agreement the United Grain Growers have assumed possession of the provincial elevator system, part of it permanently and the remainder for a three-year period. In the agreement negotiated with the provincial government the company purchased 43 of the elevators outright, and the remaining 79 are subject to a three-year lease.

**Moose Jaw, Sask.**—One of the largest property sales of the past few months has been completed whereby the Swift Canadian Co. purchased the site and plant of the Moose Jaw Cold Storage Co. The cash consideration is given at \$40,000. The Swift Canadian people have taken over and are operating the plant.

**Calgary, Alta.**—The first car of 1924 wheat to be sold here came from the Sterling district in Southern Alberta. The wheat weighed 64 pounds to the bushel and graded No. 2 Northern. This wheat, the Marquis, was sown on April 18th, was cut on August 18th, and threshed on August 27th. The average yield ranged from 18 to 20 bushels to the acre and was grown on stubble.

**Trail, B.C.**—The Sullivan mine, the big zinc-lead producer of the Consolidated Mining and Smelting Co., is stated to be the largest zinc mine in the world. The mine is estimated to contain over \$70,000,000 worth of ore, with an exceptional opportunity of multiplying this under development. Mining authorities have expressed the opinion that the Sullivan mine will produce 1,000,000 tons a year of lead-zinc ore running over 20 per cent. in the combined metals for over forty years.



The Prince of Wales is shown with Lord Stoddard, intensely interested in the play at the first international polo game at Long Island, which a crowd of 25,000 people witnessed.

### 295,858,791 BUSHELS WESTERN WHEAT CROP

#### Yield in Three Prairie Provinces Estimated by Manitoba Free Press.

A despatch from Winnipeg says:—A wheat crop of 295,858,791 bushels for the three prairie provinces is the estimate of Miss E. Cora Hind, agricultural editor of the Manitoba Free Press. The Manitoba crop is estimated at 51,647,568 bushels, an average of 21 bushels. Saskatchewan will have 173,516,744 bushels, of which it is estimated 115,421,240 bushels will come from summer fallow and new breaking, an average of twenty bushels, and 58,095,504 from all other seeding, an average of eight bushels.

The Alberta crop is estimated at 70,694,479 bushels, of which 53,191,719 is from summer fallow and new breaking, an average of 21 bushels, and 17,502,760 from all other seeding, an average of five bushels. The total acreage is 21,525,899.

The oat crop is estimated at 238,000,900 bushels, of which Manitoba has 68,366,795, or 35 bushels to the acre; Saskatchewan 123,561,625, or 25 bushels to the acre, and Alberta 46,072,480, or 20 bushels to the acre. The total acreage is 9,199,426.

Barley will yield 51,079,892 bushels. Manitoba leads with 27,456,060 bushels, which is twenty to the acre; Saskatchewan 16,215,467, or seventeen to the acre; and Alberta 7,408,365, or fifteen to the acre. Total acreage, 2,802,545. The rye crop is estimated at 11,276,544 bushels. The Manitoba average is twenty bushels to the acre, giving a total of 5,811,460; Saskatchewan's average is sixteen bushels with a total of 2,849,504; and Alberta fifteen bushels with a total of 2,615,580. The total acreage is 643,039.

The flax yield is given as six bushels to the acre over all the provinces with an aggregate yield of 7,595,370 bushels. On this basis the Manitoba crop will yield 1,942,878 bushels, Saskatchewan 5,562,492 bushels and Alberta 90,000 bushels. There is a total acreage of 1,265,895.

The report points out that the Spring was late and cold, the early growing period dry, late rains brought second growth that delayed maturity, there was some frost, some hail, some rust, some sawfly. Rust caused some damage but loss from this source was not severe and "rust was never in the nature of an epidemic."

By far the greatest damage was from frost, which occurred in varying degrees in spots all over the central and northern parts of the provinces. Early frosts seriously lessened the yield on some late areas and grades were lowered over large areas. Losses

from hail, sawfly, cutworm elsewhere relatively very slight.

The wheat crop as a whole, Miss Hind writes, has filled to a remarkable extent. Many of the very light stands having filled beyond all expectations of straw, but there remained very large areas where this was not the case. In Alberta and Saskatchewan an exceptionally large percentage of land seeded to wheat was plowed under, pastured or cut for feed. Almost all of this land was spring plowed or "stubbled in crop." And Miss Hind points out that "Summer fallow-land and the new breaking almost invariably was producing a threshable crop even in the most dried out districts."

For purposes of record the abandoned acreage was separated from the acreage which is producing a crop.

### ADVISE COMMERCIAL PACT WITH GERMANY

#### Canadian Colony in London Favor Following Example of Britain and France.

A despatch from London says:—Now that Britain has followed the lead of France in negotiating for a commercial treaty with Germany, the Canadian business colony in London is asking why Canada does not take similar action. Treaty or no treaty, cheap German goods will find their way into Canada. It does not follow, however, that Canadian grain and other raw products will gain access to the German market. During the last few months German agriculturists have been doing their best to secure the imposition of a prohibitive tariff on wheat and flour and despite Canadian representations, they may have their way. Germany normally would be a good market for Canadian raw and semi-manufactured products, or for instance wheat, flour, apples and iron ore. Large orders have only recently been taken at Wembley for Canadian apples for shipment to Hamburg. If agreement was possible with France, it is argued here that one safeguarding Canadian manufacturers and benefiting other forms of Canadian production could be made with Germany.

### Ruhr Area Occupied by Allies Now Being Evacuated

A despatch from Essen says:—Almost 48 per cent. of the area affected by the Franco-Belgian occupational advance of January, 1923, has already been evacuated.

The French garrisons at Bochum, Dortmund and Gelsenkirchen have

## The Week's Markets

**TORONTO.**

Man. wheat—No. 1 North, \$1.49; No. 2 North, \$1.45; No. 3 North, \$1.42.

Man. oats—No. 2 CW, 68¢; No. 3 CW, 62¢; extra No. 1 feed, 62¢; No. 1 feed, 61¢; No. 2 feed, 58¢. All the above c.i.f., bay ports.

Am. corn, track, Toronto—No. 2 yellow, \$1.37.

Millfeed—Del., Montreal freights, bags included: Bran, per ton, \$27; shorts, per ton, \$29; middlings, \$35; good feed flour, per bag, \$2.06.

Ont. wheat—No. 2 white, 48 to 50c; No. 3 winter, \$1.15 to \$1.17; No. 1 winter, \$1.13 to \$1.14; No. 1 commercial, \$1.10 to \$1.14, f.o.b. shipping points, according to freights.

Barley—Malting, 78 to 81c; Rye—89 to 92c.

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, \$7.80 per barrel; 2nd pats., \$7.80.

Hay—No. 2 timothy, per ton, track, Toronto, \$14; No. 3, \$12.50.

Straw—Carlots, per ton, \$9.50.

Screenings—Standard, re-cleaned, f.o.b. bay ports, per ton, \$22.50.

Cheese—New, large, 20c; twins, 20¢; triplets, 21c; stilltons, 22 to 23c.

Old, large, 23 to 24c; twins, 24 to 25c; triplets, 25 to 26c.

Butter—Finest creamery prints, 38 to 39c; No. 1 creamery, 36 to 37c; No. 2, 34 to 35c; dairy, 28 to 30c.

Eggs—Extras, fresh, in cartons, 46c; extra, loose, 43c; firsts, 37c; 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¢; 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¢ per lb.;

10-lb. tins, 13¢; 5-lb. tins, 14¢; 2½-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, 36 to 40c.

Cured meats—Long clear bacon, 50 to 70 lbs., \$17; 70 to 90 lbs., \$16.50; 90 lbs. and up, \$15.50; lightweight rolls, in barrels, \$32; heavyweight rolls, \$27.

Lard—Pure, tierces, 17¼ to 18c; tubs, 17¼ to 18½c; pails, 18 to 18½c; prints, 20¼ to 20½c; shortening, tierces, 16 to 16½c; tubs, 16¼ to 17c; pails, 17 to 17½c; prints, 18 to 18½c.

Export steers, choice, \$7.25 to \$7.75; do, good, \$7 to \$7.50; baby beefs, choice 600-800 lbs., \$8 to \$10; butchers choice, \$6.25 to \$6.75; do, fair to good, \$5 to \$6; do, com., \$3.50 to \$4; cows, good to choice, \$4 to \$4.50; do, fair to good, \$3 to \$4; do, com. to med., \$2.50 to \$3; canners and cutters, \$1 to \$2; butcher bulls, good to choice, \$3.50 to \$4.25; do, med., \$3 to \$3.50; do, bologna, \$2 to \$2.75; feeders, shortkeep, \$5.75 to \$6.25; do, light, \$4 to \$5; stockers, good, \$4 to \$4.75; feeding heifers, good, \$4 to \$5; calves, choice, \$10.50 to \$12; do, med., \$7 to \$9.50; do, com., \$3.50 to \$5.50; choice, cwt., \$11 to \$11.25; do, med., \$10 to \$11; do, cull, \$8 to \$9; sheep, choice, light, \$6 to \$7; do, cull, \$2 to \$4; hogs, thick, smooth, f.o.b., \$9 to \$9.25; do, fed and watered, \$9.60 to \$9.85; do, weighed, off cars, \$10 to \$10.25.

### MONTREAL.

Oats—CW No. 2, 68¢; CW No. 3, 67¢; extra No. 1 feed, 65¢; No. 2 local white, 63¢.

Flour—Man. spring wheat pats., 1sts, \$7.80; 2nds, \$7.30; strong bakers, \$7.10; winter pats., choice, \$5.90 to \$6. Rolled oats, bag, 90 lbs., \$3.55 to \$3.65. Bran, \$27.25.

Shorts—\$29.25. Middlings, \$35.25.

Hay—No. 2, per ton, car lots, \$16.50 to \$17.

Cheese, finest wests, 17c; do, finest easts, 16½c to 16c.

Butter—No. 1 pasteurized, 36 to 36½c; do, No. 1 creamery, 34¢; do, seconds, 33¢.

Eggs—Fresh extras, 42c; do, fresh firsts, 36c.



Photograph shows the war memorial that was unveiled at Sault Ste. Marie recently by Lord Byng.

### WATER BUSES GIVE LONDON NEW HIGHWAY

#### Vast Motorboats to Transform Thames into Town Avenue.

After a lapse of nearly 100 years London is to see a revival of the use of the Thames River as a town highway, says a London despatch. Within the next six months fleets of fast motorboats will be operating between Woolwich and Hammersmith. This is not the first time in the present century such a scheme has been thought of; in fact, there have been four previous efforts to place passenger boats on the Thames, but, owing to the type of vessel used, the absence of landing places at convenient centres and other causes, they failed.

It is expected that this service will be in operation by Easter, and the fare will be a penny a mile. There will be twenty-five boats of the latest type, each 100 feet long and capable of carrying about 300 passengers. They will start every fifteen minutes from Eastern Hammersmith in Southwest London or Woolwich in Southeast London, places which by the winding river are seventeen miles or more apart.

The craft will be real luxury boats, as they are being fitted with writing rooms, salons, promenade decks and restaurants—fully licensed, meaning they will be nearly as wet inside as they are out. It is estimated that they will be capable of making nine miles an hour against the tide. As the draft will be only three feet nine inches, they will be able to ply at any state of tide, the landing places being built out into the river far enough to give four feet and allow for the tide.

Between Hammersmith and Woolwich there will be twenty-five stations, twelve of which are now ready for use. During certain times of the day the water omnibuses will make non-stop runs.

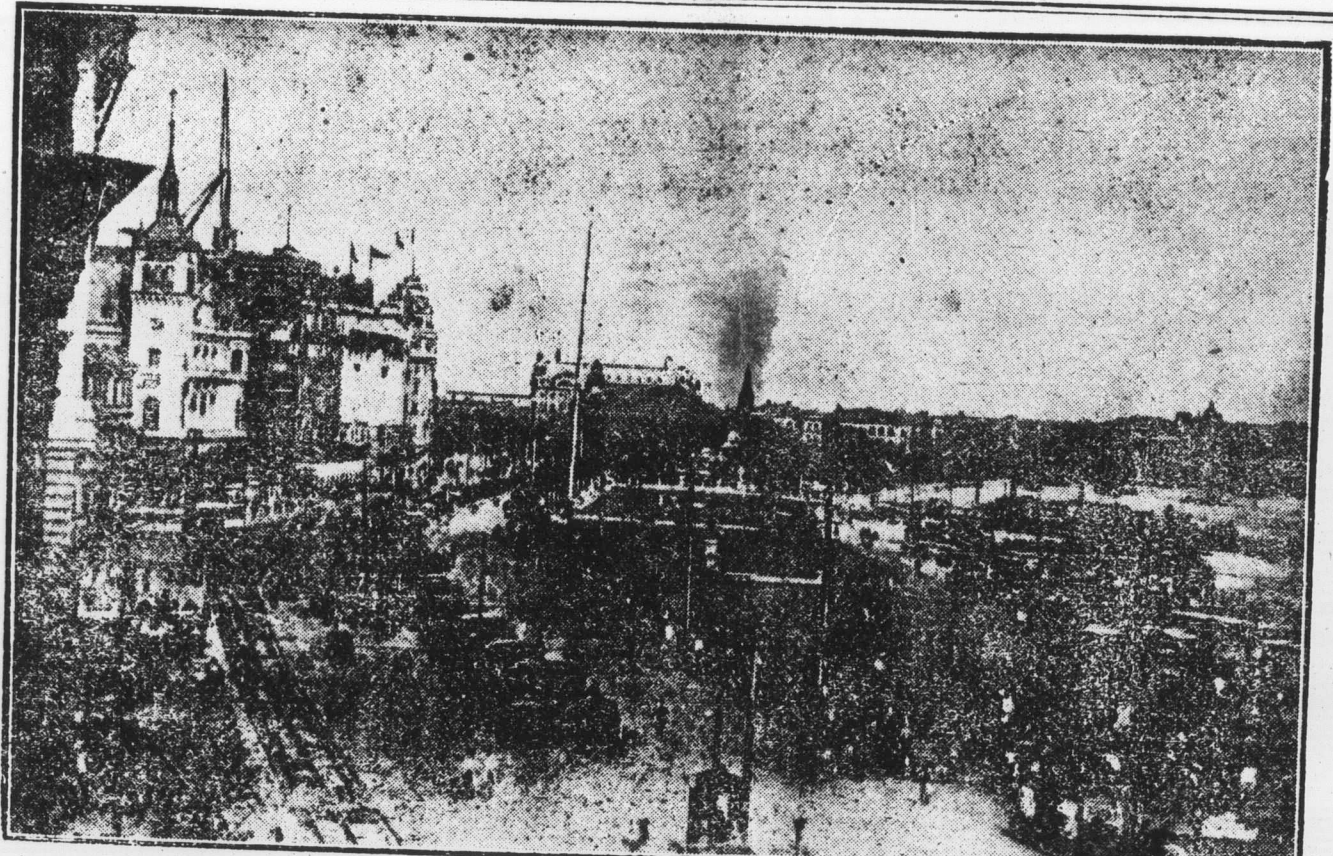
It remains to be seen whether this new highway will make any material difference in the congested state of the main roads in London during business hours. Though going to and from business by water sounds attractive, the trip being especially pleasant in the spring and summer months, it is thought that when it rains—and it usually is raining in London—the subways and the buses will have it all their own way.

### Mothers and Children Benefit from Allowances

A despatch from Toronto says:—Mothers' allowances paid in the Province of Ontario for the month of August amounted to \$145,281. Over 12,000 children benefit from this money, which was paid to 4,067 mothers. Of these mothers the greater number were widows, and only 138 had been deserted for a period of five years and upward.

Mothers with incapacitated husbands, numbering 468, were assisted by this money, and 106 of the beneficiaries were foster-mothers.

Be interested in the "how" of your job and the "how much?" will take care of itself.



A view is shown of some of the principal business buildings of Shanghai, the commercial centre of China. It is for this place that the Kiangsue and Chekiang troops are waging a bitter civil war for possession of the important port city, often referred to as China's "front door."

### BRITAIN REMAINS MISTRESS OF THE SEAS

#### Arbitration Part Will Also Confirm Present Frontiers in Europe and Assure Mandates.

A despatch from Paris says:—The arbitration pact, which is almost complete at Geneva, is practically certain of acceptance, because Britain, France and the Little Entente are agreed on the capital point—the status quo in Europe.

The arbitration pact will confirm the present frontiers in Europe, will assure continuous mandates under the Treaty of Versailles, and will leave Britain mistress of the seas. French security is secured because it reinforces the Treaty of Versailles and the pact of the covenant tenfold.

Foreign Minister Benes, of Czech-Slovakia, calls the compromise a "product of transaction." M. Benes ought to know, because he negotiated the compromise by which France and the Little Entente agreed to forego mutual assistance pacts outside those already in existence. They have done so because they are getting something they want much more—reinforcement to the treaties which have established the present map of Europe.

Great Britain agreed because it did not want to be interfered with on the sea, because it wants the mandates to continue as they are, and because it wants to put aside forever the question of a possible restitution of the German colonies.

The mutual assistance treaties are makeshifts compared to the pact to prevent war, which, it would now appear, will come in definite form from the Fifth Assembly of the league. If Germany comes into the league it must do so on these terms. Austria and Hungary have shown at Geneva that they realize what the back of the pact. The German unofficial observers know it, and they have informed Berlin that the arbitration pact will make impossible a future war of revenge, and that therefore German nationalists are ruining Germany's chances by opposing entry in the league.

Among themselves the German observers describe the forthcoming pact as "ten treaties of Versailles," but they realize it is impossible to combat it.