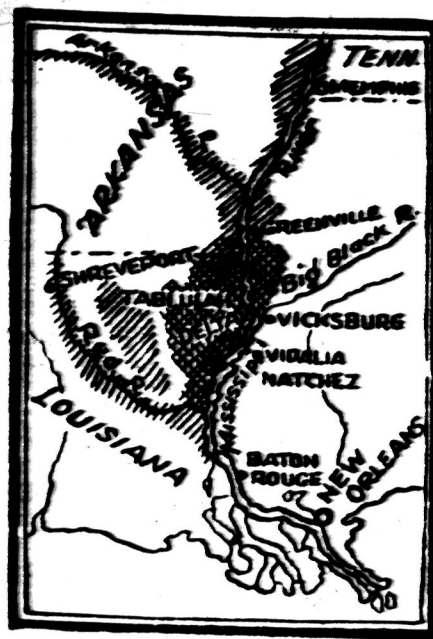


CANADIANS BACK FROM U.S. CAN REINSTATE AFTER ONE YEAR



Louisiana Hard Hit.
The above map illustrates the current danger point in the great Mississippi flood. Several low-lying counties on the west side of the river in the northeastern portion of the state are inundated and the deluge is rapidly spreading. The threatened zone extends as far west as Shreveport, situated on the Red River, the swelling waters of which, pouring down to add to the Mississippi torrent, are overflowing thousands of valuable acres. The crest of the deluge is now in the Vicksburg area and is plunging southward toward New Orleans and the Gulf. The dynamited crevasse south of the Crescent City is reported to be holding the water there at a stationary level and the southern metropolis is not deemed in immediate peril.

New Regulations at Ottawa Make it Easier for Canadians Who Naturalized in U.S. to Renew Canadian Citizenship.

A BOON TO CANADA AND BENEFIT TO CANADIANS.

Ottawa.—Repatriated Canadians who have been naturalized in the United States and have returned to Canada will find it simple to reassume the mantle of Canadian nationality in future. The governor-in-council has approved a new ruling of the state department of Canada that such returning wanderers may be re-established as Canadians after one year's residence, instead of being considered aliens and being subjected to alien naturalization regulations and having to wait five years.

Hon. Fernand Rinfret, secretary of state, recommended to the government that applications of natural born Canadians who have been naturalized in the United States, should be considered as special cases and that special certificates be issued after a residence of one year in Canada, in cases where it is shown that the applicants intend to continue residence in Canada and give evidence of this intention, not only by affidavit or statement but by the acquisition of property or otherwise.

The number of Canadians returning to Canada last year was about 50,000 though the majority had not taken out American naturalization papers. The new ruling will especially benefit Canadian businessmen sent to establish branch houses or work in branches in the United States. For business reasons they found it advisable to become naturalized but when ultimately transferred back to Canada they found they had to wait five years before reassuming Canadian citizenship.

There is no provision under the naturalization act of 1914 and 1920, under which a certificate of naturalization may be issued on a residence of less than five years. The imperial conference is interested because anyone becoming a Canadian citizen also becomes thereby a British citizen.

The naturalization laws committee of the imperial conference of 1901 reported: "We do not think it necessary to maintain the distinction made in the act of 1870, section eight, between re-admission and naturalization. A person who has become an alien under the provision of the act must before being qualified for re-admission fulfill the same conditions as are required for naturalization. We see no sufficient reason for distinguishing between a statutory and any other alien and consider that it would tend to the simplification of the law if the provisions of section eight were repealed and not re-enacted."

There is a precedent for the new ruling, the provision for the re-naturalization of women who married aliens. Sub-section five of section two of the naturalization act provides that, "In the case of a woman who was a British subject previously to her marriage to an alien and whose husband has died or whose marriage has been dissolved, the requirements of this section as to residence need not apply (the four years clause) and the secretary of state may, if he thinks fit, grant a certificate of naturalization, although the four years residence has not been within the last eight years before the application."

AIR TERMINAL AT TORONTO

Long Branch and Leaside Suggested as Sites for Mooring Mast.

Toronto.—Considerable interest is being manifested in the announcement that Major Scott and Major A. R. Gibbs, representatives of the British air service, who selected Connaught Ranges, near Ottawa, as a site for an airship mooring mast, would visit Toronto to choose a site in this vicinity.

No further survey for sites west of Toronto will be made at present, it is stated by the experts, and Toronto for some time will be the western terminal of the British imperial airways.

Assistance is being given not only for the purpose of developing flying but for fostering closer relations between different parts of the empire.

The first airship to visit Canada is now under construction in Cordington, England. It will accommodate 100 passengers and will have promenade decks, cabins, dining rooms and shower baths.

The mooring masts for which sites are being selected are high steel structures containing elevators to carry passengers and supplies and also machinery for the purpose of bringing the air liners into position at the masthead.

It is suggested that either Leaside or the Long Branch ranges would be possible selections as sites.



CANADIAN WATERS POUR INTO MISSISSIPPI

Even Canadian water is pouring over the central flood area, this illustration shows, giving a bird's-eye view of the immense territory covered by the Mississippi system. The Mississippi is the main stem of the greatest drainage system of the continent and one of the world's greatest. Properly speaking, it extends to within a hundred miles of the border, but innumerable tributary streams cross the line. The total annual discharge is 21 trillion cubic feet. This is 675,000 per second. It is over 2,550 miles long. The map suggests these amazing ramifications. There is shown the Chicago drainage canal. The Ohio river, too, reaches close to Buffalo.

FRENCH AVIATOR FLYING ATLANTIC

Capt. Saint-Roman Heading From St. Louis, Senegal, to Brazil.

DISTANCE 1,875 MILES.

Dakar, West Africa.—Captain Saint-Roman, French aviator, left St. Louis, Senegal, at 6.30 o'clock this morning in his attempt to fly across the Atlantic in a voyage to Pernambuco, Brazil, a distance of about 1,875 miles.

Advices from St. Louis said that the aviator expected to land first at St. Paul's Rocks, about 540 miles from the coast of South America, before continuing on the Pernambuco.

Capt. Saint-Roman passed over Dakar at 7.10 a.m. and headed south-west over the Atlantic. On Tuesday the French bureau of aeronautics announced that official sanction for Captain Saint-Roman's flight had been withdrawn because he was planning to proceed across the Atlantic without pontoon. He substituted ordinary landing gear after a pontoon was damaged, and it was pointed out by the bureau that a forced descent on the sea with such landing gear would mean disaster.

The bureau of aeronautics supplemented its first announcement with the statement that official sanction for the flight would be given if the aviator consented to reinstall pontoons.

Paris.—The possibility that Capt. Charles Nungesser, the French war ace, will hop off Friday on his attempt to conquer the Atlantic in a flight from Paris to New York, is now considered strong.

NO DESIRE TO REOPEN WAR DEBT DISCUSSION

British Government So Informed by United States.

Washington.—The United States does not desire to engage in any formal exchanges on war debts and considers the recent correspondence on the subject between Secretary Mellon and President Hibben, of Princeton

University, as a "purely domestic discussion."

This information was given to the British government Thursday in reply to a note handed to the state department earlier in the day by the British charge d'affaires acting in the absence from Washington of Ambassador Howard, which challenged the accuracy of a statement by Mr. Mellon that Great Britain's debt payments to the United States would not constitute a drain on British economic resources.

The statement of the treasury secretary was a part of a letter written by him to Dr. Hibben in reply to the contentions of members of the Princeton and Columbia faculties that there should be a revision of the debt settlements.

NEW LINER

White Star Company Sends 19,000 Ton Ship to Montreal.

Montreal.—Premier King headed a distinguished group of guests at a banquet to mark the visit of the new White Star liner *Albertic* to Montreal. The liner, 19,000 tons, is the largest ever to reach the port. Alberta presented a memorial plaque to commemorate the occasion. The premier recalled the fact that 30 years ago Sir Wilfrid Laurier and other members of parliament, had been guests at a similar function to mark the arrival of the White Star line in Montreal.

Charles Hemming of Brantford spoke for the Ontario party and warmly commended the work done by the company, adding that it was in the interests of not only Ontario but the Dominion of Canada because it was helping to make this a greater country.

There were three hundred guests, men prominent in the affairs of the Dominion, representatives of the east and west. Among them were, Hon. J. F. Lynton, attorney-general of Alberta, and Hon. A. C. Rutherford, first premier of Alberta, to express the goodwill of the west toward the east.

Premier King said the function was emblematic of advances in trade and commerce and the growth which was to come.

WILD CHINESE COOLIES ATTACK RIVER BOAT

Dr. Gordon Agnew, Former X-Ray Specialist at Union University of West China, Describes Exciting Battle With Hoodlums on River Steamer at Ichang, on the Yangtze.

WIELD SHOVELS AND HEAVY IRON PIPING.

Following is Dr. Agnew's description of an assault by Chinese coolies on himself, Dr. Lindsay, a Canadian medical missionary, and a British marine. The incident occurred while missionaries and marines were engaged in emergency work, loading baggage on a river steamer at Ichang on the Yangtze river:

"Suddenly Dr. Lindsay and I heard a commotion. Looking up we saw a crowd of Chinese hoodlums grabbing at one of the marines. He had a baton and clubbed to good advantage, opening up the head of one of them. Then came pandemonium.

"Armed with massive bamboo poles, heavy iron piping, and any other weapons they could grab, the mob swarmed into the hold, making for the marines. Lindsay and I sprang in among them, trying in vain to calm them down. Lindsay missed a bad blow only because the weapon was glanced aside by a man with whom he had been vainly arguing. The mob made for the other door of the hold, and I got the end of a bamboo in the back, fortunately a slight wallop. We got outside the hold, into the narrow corridor on the outside of the ship. A marine grabbed the big sliding door and flung it to, just in the faces of the mob. The door was stout, and while some went back to the hatchway and up to the deck I stayed with a few marines for a moment, thinking that the door might hold. However, they had plenty of battering rams inside, and soon smashed through a panel, giving me another slight buff. Then we had nothing to do but get out, so we had to scoot over the piles of coal which littered the corridor. I was the last one to leave and I'm not sure how many inches I was ahead of the club in the hands of the first of the attacking party. I hadn't time to find out.

"I made the hatchway ahead of the rascal and got out of distance of his weapon. Then they hesitated for a moment. Later they swarmed up on the other side of the ship from the small boats. From the Chi Ping (a U. S. boat) side some came over the edge of the boat with vicious iron hooks, etc., etc. One wielded a huge coal shovel.

"Signals were sent to the gunboats, and armed Tommies with well-sharpened bayonets fixed and metal helmets



Sir Charles Madden
Who succeeds Earl Beatty as first sea lord and chief of the naval staff. Earl Beatty had been in office nearly 8 years.

in placed swarmed on. One of the officers had his wrist broken. In a few minutes it was all over. The women and children were hustled over on to the bridge of the *Tung Wo*, where the armor plate protection is good. But the rascals would not face the bayonets and were soon scattered. Then the Tommies searched the ship for hidden rascals or hidden ammunition (in case further trouble on board should arise). The Chinese crew were all brought up to the top deck, so that anyone found below could be summarily dumped out. I went below to interpret for the marines and to see the fun. Not many were found, however, and after a little run the *Tung Wo* pulled out downriver. One figured so largely in the Wahnsien incident, escorted the *Tung Wo* down to Sha Hai, then returned to Ichang.

"I certainly feel that the British marines are using excellent self-control. They have taken a tremendous amount of insult and abuse from the Chinese mobs. Just how long they can maintain this self-control is a question."

Markets

TORONTO.

Man. wheat—No. 1 North, \$1.60; No. 2 North, \$1.56; No. 3 North, \$1.48, c.i.f. bay ports.
Man. oats, No. 2 CW, nominal; No. 3, not quoted; No. 1 feed, 60¢; No. 2 feed, nominal; western grain quotations in c.i.f. ports.
Am. corn—Toronto freights—No. 2 yellow, kiln dried, 95¢; No. 3 yellow, kiln dried, 92¢.
Milfeed—Del. Montreal freights, bags included: Bran, per ton, \$32.25; shorts, per ton, \$34.25; middlings, \$40.25.
Ont. oats, 50c f.o.b. shipping points.
Ont. good milling wheat—\$1.26 to \$1.28, f.o.b. shipping points, according to freights.
Barley—Malting, 72c.
Buckwheat—73c, nominal.
Rye—No. 2, \$1.00.
Man. flour—First pat., \$8.40, Toronto; do, second pat., \$7.90.
Ont. flour—Toronto, 90 per cent, patent, per barrel, in carlots, Toronto, \$5.30; seaboard, in bulk, \$5.50.
Hay, No. 2, timothy, track, Toronto, \$16.55.
Cheese—New, large, 17c; twins, 17 1/2c; 17 1/2c; triplets, 17 1/2c to 17 3/4c; Stiltons, 20c; Old, large, 20c; twins, 20 1/2c. Old Stiltons, 23c.
Butter—Finest creamery prints, 43 to 44c; No. 1 do, 42 to 43c; No. 2, 41 to 42c. Dairy prints, 34 to 35c.
Eggs—Fresh extra, in cartons, 35 to 36c; fresh extras, loose, 35c; fresh firsts, 33c; fresh seconds, 29 to 30c.
Poultry, dressed—Spring chickens, 60c; chickens, 5 lbs. up, 40c; do, 4 to 5 lbs., 38c; do, 3 to 4 lbs., 35c; do, 2 1/2 to 3 1/2c, 34c; br. lers, 1 1/2 to 2 1/2 lbs., 38c; hens, over 5 lbs., 32c; do, 4 to 5 lbs., 30c; do, 3 to 4 lbs., 28c; roosters, 25c; turkeys, 46 to 47c; spring ducklings, 38c.
Beans—Can. hand-picked, \$3.60 to \$3.90 bushel; primes, \$3.45 to \$3.60.
Maple products—Syrup, per imp. gal., \$2.25 to \$2.30; per 5 gal., \$2.15 to \$2.25 per gal.; maple sugar, lb., 25 to 26c.
Honey—60-lb. tins, 13 to 13 1/2c; 10-lb. tins, 13 1/2 to 13 3/4c; 5-lb. tins, 14 to 14 1/2c; 2 1/2-lb. tins, 16c.
Comb honey—\$4 to \$5 per dozen.
Smoked meats—Hams, med., 30 to 32c; cooked hams, 43c; smoked hams, 25c; breakfast bacon, 28 to 35c; backs, boneless, 32 to 42c.
Cured meats—Large clear bacon, 50 to 70 lbs., \$21; 70 to 90 lbs., \$19; 90 to 100 lbs., and up, \$18; light-weight rolls, in barrels, \$11.50; heavy-weight rolls, \$38.50 per bbl.
Lard—Pure tierces, 14 to 14 1/2c; tubs, 15 to 15 1/2c; pails, 15 1/2 to 16c; prints, 16 1/2 to 17c; shortening tierces, 13 1/2c; tubs, 13 1/2c; pails, 14 1/2c; blocks and tins, 16 1/2c.
Heavy beef steers, \$8.50 to \$9; do, fair, \$7.50 to \$8; butcher steers, choice, \$8.75 to \$9; do, fair to good, \$7.50 to \$8; butcher half-

ers, choice, \$8.25 to \$8.75; do, com., \$6.75 to \$7.25; butcher cows, good to choice, \$6.75 to \$7.50; do, fair to good, \$5.25 to \$6; do, com. to med., \$4.50 to \$5; do, canners and cutters, \$2.50 to \$4; butcher bulls, good to choice, \$6 to \$7; do, med., \$5.25 to \$5.75; do, bolognas, \$4.50 to \$5; baby beef, \$8.50 to \$11.00; feeders, choice, \$7.00 to \$7.50; do, fair, \$6.25 to \$6.75; stockers, choice, \$6.50 to \$7; do, fair to med., \$5.75 to \$6; springers, \$80 to \$110; milch cows, \$75 to \$90; plain to med. cows, \$45 to \$65; calves, choice, \$10 to \$12; do, med., \$8 to \$9; do, com., \$5.50 to \$6; lambs, choice \$14 to \$14.50; bucks, \$11 to \$11.50; sheep, choice, \$8 to \$9; do, Leavies, \$6 to \$7.50; do, culls, \$4 to \$5; hogs, thick smooths, fed and watered, \$9.75; do, f.o.b., \$9.25; do, country points, \$9; do, off cars, \$10.15; select premium, per hog, \$19.00.

MONTREAL.

Oats, CW, No. 2, 75c; do, No. 3, 67c. Flour, Man. spring wheat pats., firsts, \$8.30; do, seconds, \$7.80; do, strong bakers, \$7.60; winter patents, choice, \$5.90 to \$6. Rotted oats, bag 90 lbs., \$3.40 to \$3.50. Bran, \$32.25. Shorts, \$34.25. Middlings, \$40.25. Hay, No. 2, per ton, car lots, \$14.50. Calves, med. to good, \$7 to \$8; hogs, \$10.50 and \$10.75. Market slow.

NEW BASIS FOR HOGS STARTING MAY 9TH

The conference held at Ottawa on April 22 and 23, agreed upon the following method of purchase for hogs.

Price quotation shall be on the basis of "select bacon" and "thick smooth" grades, both quotations to be given. An initial differential in price of 50¢ per hundred pounds was agreed upon between the above grades.

Prices will be quoted for hogs, commencing May 9th, on the weight of car (W.O.C.) basis at the public stock yards and packing plant. For example, using \$10.75 as a basis: Select bacon, Price W.O.C. \$10.75 cwt. Thick smooth \$1 per hog, \$9 under selects.

Shops and feeders, \$2 per hog, under selects.

Heavies, \$3 per hog, under selects.

Ex. Heavies, \$2 per cwt. under selects, or \$8.75 per cwt.

Sows, No. 1, \$3 per cwt. under selects, or \$7.75 per cwt.

Sows, No. 2, \$3 per cwt. under selects, or \$6.75 per cwt.

Roughs, at their value.

Stags, \$6 per cwt. under selects, or \$4.75 per cwt.

World's Deepest Hole.

A hole reaching more than a mile and a half into the earth has established a new world's record in oil-well drilling near San Diego, California.



DYNAMITING THE DYKES

Illustration shows plainly how the Mississippi River bed is higher than surrounding country.

Dairy

of feeding cows going on quite a and on only any pump- used to be our firm, farms as ns for pigs

is dying Pumpkins like them, proximately value as

the greatest rate of y in addi- in-and-hay instead of deleterious obably the pump-

ellow had ill- and it became as with hopeless arm for all he ving for his long as he

AYMENT. s but some- and repairs, es some young y willing to and the fu- and their chil- that. One for both, for a few short en following

w, a fine fel- for his ex- family get- ily suffering outting up a and they will

old on to it ast half the re a tenant than to go ay for a and \$14,000 is, if you and not lose

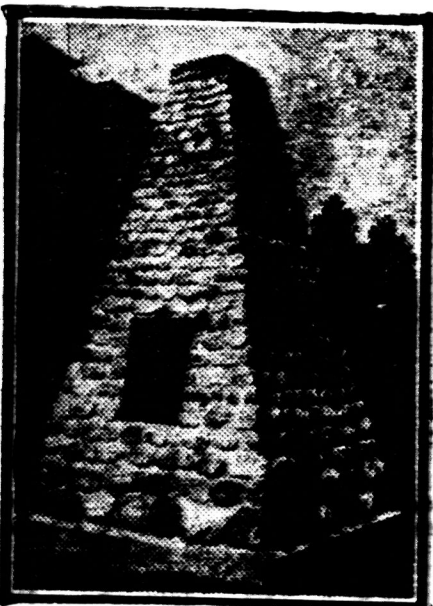
the bulbs d in the open ther is as-

ps have been frost, they off and the or sawdust of freezing, temperature 45 degrees, r year after

series back rips of felt and twelve re no hem- de decorated mbroidering odd bits of It may pro- backs or be bought, of the tie- screw hook the side of

40,000 peo- soap daily portion of

ea in baby n about 20- of potas- forming reg- ularly for hurt them, Treating has kept arrhoea.



Cairn at Adolphustown
Where Sir John A. Macdonald first became a Canadian after leaving Glasgow in his youth. A cairn is also to be erected as a Confederation recognition of the great Conservative statesman. On its face will be a bronze tablet telling the story of the young Scot, who became a great and outstanding Canadian statesman.