

# YESTERDAY'S STOCK AND BOND QUOTATIONS

## Morning Stock Letter

Wall Street Mirror Says:—  
Special to Johnston & Ward

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After a quiet opening on Saturday the stock market developed a considerable rally to close the day with the best prices of the day. The volume of business was good and the market was buoyant. The credit was a reassuring factor in the week end trade reports were encouraging. The market in general finds a further advance this week would expect the somewhat in the next few sessions, to show more activity. Next Wednesday's Federal Reserve report should be a factor in the market.

Some sort of profit taking operation will put in an appearance before the close of the market today. While the close of the day can be looked upon as a good one, it is not to be expected in no other way than as a temporary reprieve. The market should be expected to show a further advance this week would expect the somewhat in the next few sessions, to show more activity. Next Wednesday's Federal Reserve report should be a factor in the market.

## York Rifle Club First Silver Shoot

The first of the series of four shoots for the Silver Salver and other valuable prizes was fired on the York Range of the Club on Saturday afternoon under most favorable conditions.

Many of the best shots met with success and all through the scores were below the average. There are a number of good entries for the major prizes and in the Silver Salver list Mr. J. H. Judson, who fielded with a score of 87, the 600 when others were falling in he piled up a remarkable record.

Competitors in the shoot are able for the prizes in the four aggregate; and next Saturday morning begins the three day aggregate for which there are a very large list of prizes also.

One is barred from entering in the shoots and enjoying the fun. A number of new members have joined up and there is room for as many more.

The members hope for better conditions next Saturday and Mr. Judson may have to exert himself to hold his position as high line. Scores were as follows: Ranges 5 and 600 yards. Possible 105.

A. Smith	84
H. Judson	87
T. Vesey	87
O. P. Gill	87
H. Vesey	86
T. Brown	83
W. West	83
H. Brown	79
M. Brown	75
McLeod	73
Marshall	72
G. Love	71
J. Birt	67
Stewart	63
Thompson	48
Crockett	32
Chetty	19

## British Ships At Halifax

(Special to Guardian)  
HALIFAX, N. S., Aug 31—A detachment of naval cadets entrained here this morning via the Canadian National Railways enroute to their homes in Ottawa, Montreal, Quebec and Toronto. The greater number are for Ottawa.

These cadets have been undergoing their period of summer training and with their departure only a small number are now in barracks. A detachment will be put to sea next week on H. M. C. S. Champlain and Saguenay and on H. M. S. Delphi and Danie of the North Atlantic squadron.

A visit is expected from the United States battleships, Wyoming, Arkansas and other units of the United States Atlantic fleet on Friday next.

The British North Atlantic squadron stationed at the West Indies will also be in harbor at the same time so that the harbor will prove quite an attraction as the warships lie at anchor particularly at night when they are lighted up. On occasions of this kind there are always parties of sailors on shore leave to be seen on the city streets which gives the city a rather festive atmosphere.

question was the rate at which fish were being removed from the fishery by death and (fgshrdru Effective regulations must depend to a large extent on the migratory habits of the halibut.

## New York Exchange

(Special to Johnston & Ward)

Alf. Reduc	Open	High	Low	Last	Chg
Alf. Reduc	114	114	112 1/2	112 1/2	-1
Al-Chal	114	114	112 1/2	112 1/2	-1
Am Can	114	114	112 1/2	112 1/2	-1
Am P. Pow	114	114	112 1/2	112 1/2	-1
Am P. Ld	114	114	112 1/2	112 1/2	-1
Am S. Re	114	114	112 1/2	112 1/2	-1
Am T. Tel	114	114	112 1/2	112 1/2	-1
Am Tobac	114	114	112 1/2	112 1/2	-1
Am Cop	114	114	112 1/2	112 1/2	-1
Atchison	114	114	112 1/2	112 1/2	-1
Aub Auto	114	114	112 1/2	112 1/2	-1
Bald Loco	114	114	112 1/2	112 1/2	-1
Bait Ohio	114	114	112 1/2	112 1/2	-1
Bond Av	114	114	112 1/2	112 1/2	-1
Beth Steel	114	114	112 1/2	112 1/2	-1
Briggs	114	114	112 1/2	112 1/2	-1
Byers	114	114	112 1/2	112 1/2	-1
Can Pac	114	114	112 1/2	112 1/2	-1
Chas. & S	114	114	112 1/2	112 1/2	-1
Chrym	114	114	112 1/2	112 1/2	-1
Col Carb	114	114	112 1/2	112 1/2	-1
Col of Ele	114	114	112 1/2	112 1/2	-1
Cons Gas	114	114	112 1/2	112 1/2	-1
Cont Can	114	114	112 1/2	112 1/2	-1
Comp. Pro	114	114	112 1/2	112 1/2	-1
C. Wright	114	114	112 1/2	112 1/2	-1
Day Chem	114	114	112 1/2	112 1/2	-1
E. Dupont	114	114	112 1/2	112 1/2	-1
Elc. P. L.	114	114	112 1/2	112 1/2	-1
Fox Film	114	114	112 1/2	112 1/2	-1
Gen. Foods	114	114	112 1/2	112 1/2	-1
Gen Elec	114	114	112 1/2	112 1/2	-1
Gen. Hosp	114	114	112 1/2	112 1/2	-1
Gen. Mo	114	114	112 1/2	112 1/2	-1
Gen. Truc	114	114	112 1/2	112 1/2	-1
Mon. Ward	114	114	112 1/2	112 1/2	-1
Nash Mo	114	114	112 1/2	112 1/2	-1
Nat. Reg	114	114	112 1/2	112 1/2	-1
Nat. P. L.	114	114	112 1/2	112 1/2	-1
Nat. P. L.	114	114	112 1/2	112 1/2	-1
N. Y. Cent	114	114	112 1/2	112 1/2	-1
N. Am. Co	114	114	112 1/2	112 1/2	-1
Pack Mo	114	114	112 1/2	112 1/2	-1
Pen. Ford	114	114	112 1/2	112 1/2	-1
Pen. Rail	114	114	112 1/2	112 1/2	-1
P. S. of N.J.	114	114	112 1/2	112 1/2	-1
Radio Cd	114	114	112 1/2	112 1/2	-1
R. O. of C.	114	114	112 1/2	112 1/2	-1
S. O. of N.J.	114	114	112 1/2	112 1/2	-1
S. Warner	114	114	112 1/2	112 1/2	-1
Sh. Harb	114	114	112 1/2	112 1/2	-1
Tex. C. Sul	114	114	112 1/2	112 1/2	-1
U. S. Carb	114	114	112 1/2	112 1/2	-1
U. S. Elec	114	114	112 1/2	112 1/2	-1
U. S. Film	114	114	112 1/2	112 1/2	-1
U. S. Steel	114	114	112 1/2	112 1/2	-1
U. S. West	114	114	112 1/2	112 1/2	-1
W. Over	114	114	112 1/2	112 1/2	-1
Wool Co	114	114	112 1/2	112 1/2	-1
Y. T. Coach	114	114	112 1/2	112 1/2	-1

## Dominion Of Canada Bonds

(Special to Johnston & Ward)

War Loan	Open	High	Low	Last	Chg
War Loan	103 1/2	103 1/2	103	103	-1/2
Victory Loan	103 1/2	103 1/2	103	103	-1/2
Victory Loan	103 1/2	103 1/2	103	103	-1/2
Victory Loan	103 1/2	103 1/2	103	103	-1/2
Refunding	103 1/2	103 1/2	103	103	-1/2
Refunding	103 1/2	103 1/2	103	103	-1/2
Refunding	103 1/2	103 1/2	103	103	-1/2
Refunding	103 1/2	103 1/2	103	103	-1/2
Refunding	103 1/2	103 1/2	103	103	-1/2
Refunding	103 1/2	103 1/2	103	103	-1/2

## The Montreal Stock Exchange

(Special to Johnston & Ward)

Alf. Reduc	Open	High	Low	Last	Chg
Alf. Reduc	114	114	112 1/2	112 1/2	-1
Al-Chal	114	114	112 1/2	112 1/2	-1
Am Can	114	114	112 1/2	112 1/2	-1
Am P. Pow	114	114	112 1/2	112 1/2	-1
Am P. Ld	114	114	112 1/2	112 1/2	-1
Am S. Re	114	114	112 1/2	112 1/2	-1
Am T. Tel	114	114	112 1/2	112 1/2	-1
Am Tobac	114	114	112 1/2	112 1/2	-1
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Comp. Pro	114	114	112 1/2	112 1/2	-1
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## Paris Letter

(Special to Johnston & Ward)

Paris rapidly is becoming the sports centre of Europe, thanks to the activities of Jeff Dickson, flight promoter from New Orleans, who has made the French capital his headquarters for several years. I heard that Dickson is hopeful of bringing Larry Gains, the Canadian coloured fighter, and Max Schmeling, the world champion together. Dickson has been building a gigantic Sports Palace here in Paris and it would be an ideal setting for the proposed fight, although I doubt whether it would be so profitable as it would be if it were staged in London. People do not care to take the trouble of crossing the Channel to see a fight; at least there would not be so many as would go to see the match if it were staged at the White City.

It is a long time now since Paris has seen a really good fight, but that can be said of any of the world's capitals! The last outstanding heavyweight bout was when Primo Carnera made his debut against Young Stribling. I was at the ringside, hardly able to see anything owing to the size of the Ambling Alp. Carnera seemed terribly slow and ponderous and Young Stribling, ever so much like David facing Goliath, ran all round him hitting him almost when he wished and nimbly jumped clear when Carnera swung his massive fists.

Dickson's idea apparently is to try to bring the Canadian and the German together as the first stage in a programme of big fights to be staged in Paris. It will be a big coup if he succeeds, although the Germans are sure to hold out for a contest in Berlin.

Of special interest to Canadians in relation to the new Palais de Sports here is that ice-hockey is to be introduced there this winter, for the first time in France. So we may see some of the Canadian ice-hockey champions.

Flood lighting has come to Paris. It has taken years to arrive but now it is enthroned nightly in lustrous majesty along the broad avenues and boulevards. From an aeroplane at night—and there are tourist trips over the city every evening—the Arc de Triomphe stands out in white brilliance as millions of candle power of electricity play upon its graceful lines.

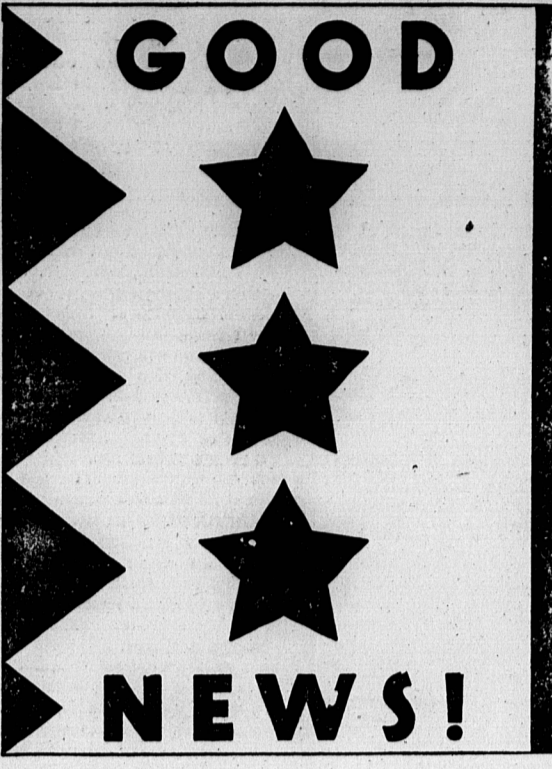
It is like a flaring diamond set amidst rubies and other bloodred jewels of light that burst forth when the sun goes down on Paris. Napoleon never imagined that his great monument to the military glories of France ever would become such a luminous beauty.

Now the plan is to give light and life by night to sombre Notre Dame. For centuries the old cathedral has drowsed in the dusk each night. While the murky waters of the Seine lapped its foundations, world by world Paris made gay to north and south, in Montmartre and Montparnasse.

Notre Dame will not be the first place of worship here to be flood-lighted. Two score powerful flood lamps already play every evening on the church of the Madeleine, which is as well known to most overseas tourists as Notre Dame on account of its facing the "tourists' corner." This is the corner where a world travel agency, from which sightseeing trips usually start, is situated.

Other giant air liners were taking off, loaded with travellers. One was a Swiss plane bound for Lausanne, another a German giant for Berlin; there were others for Holland, Rumania, Turkey and even the air mail which flies down to Dakar, on the west coast of Africa whence it is shipped over to link with the South American air-mail.

I counted forty air liners either arriving or leaving the great air port. The visit reminded me of other scenes and other times. Just after the war I took the air route, or rather tried to, from Le Bourget to London. The plane was an old western front fighter converted for commercial purposes. A spluttering engine and threatening weather held up our departure. The pilot and I drank coffee until we could start. "Clearer weather" came the report from the meteorological office. We went down and got into the plane, but the engine would not start. Magneto trouble—and I had to wait until next day! I remember, too, nights spent



## MRS. WILLIAM T. WAITE

By Boulevardier (British Union Press)  
PARIS, Sept. 1—I picked up a Canadian paper on the boulevards and read it through on a cafe terrace. Afterwards I scanned a French evening newspaper. In the Canadian publication I happened to read an exhortation from a high authority against drinking among young people. The French newspaper likewise had something to say about drinking. It was all about a circular from the chief of the French Education Board urging school inspectors to foster the idea of wine drinking scholars.

The circular comes from M. Marjol Roustan, the Minister of Public Instruction who, himself a wine lover allows the ink to flow in eulogies of praise of the good red wine of France. Drunk daily in moderation, he says, wine combats intemperance, because when one is a wine drinker one does not like alcohol. The Government of France he points out, encourages to its utmost propaganda in favour of wine, believing in its health giving qualities. This propaganda is natural enough in view of the fact that millions of workers in France earn their livelihood from the wine industry—the number was estimated at 7,000,000 fifty years ago—while, on the score of health, millions of others obtain perhaps fifty per cent of their sustenance from wine.

The schoolmasters of France must fight the use of alcohol amongst scholars. "The defence of wine forms a part of this essential struggle," states the Minister, holding that if wine disappears it will be replaced by spirits.

An afternoon spent at Le Bourget, the airport of Paris, is instructive in revealing the tremendous strides made by commercial aviation in a few years. I went there the other day in a party which included Sir Richard Squires who has been on a visit to Paris from Newfoundland.

A giant Hannibal airliner sailed down from the skies and poured out 40 passengers from London—English, Canadian, Americans and French. In five minutes they had passed through the customs—instead of about half an hour at the shipping ports—and were bowling along in a limousine autobus to the heart of Paris.

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awaiting Lindbergh and Byrd. of weeks on end at the airport waiting and watching for Coste to start.

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