

Prince, says a despatch from Athens today.

NEW YORK, 7th Nov. 1920.
Flour, Blended Clears St. Lawrence Brand pr. brl. \$8.00
Meal, Kilndried per 100 lbs \$2.60
New Season's Pork per brl. \$37.00
Heavy Mess Pork per bbl. \$30.00
Sugar--Crystals maximum per 100 lbs. \$5.76.
Molasses sugar 89° test, no quotation.
Cotton, Middling Upland, at Liverpool per lb. 10 92-100d.
Exchange, New York and London, 60 days' sight \$3.38½
Exchange New York and London, sight \$3.42½

LONDON, Nov. 7th 1920.
Sugar, Demerara Crystals, Govt. controlled price, duty paid 129s. 9d.
Demerara Crystals free of control, duty paid, 66s. - 70s.
Moscovado Govt. controlled price, duty paid, 124s. 9d.
free of control duty paid 35s. 50s.
fine 75s.
German Beet 88% f.o.b. no sales.
White Java sugar cif United Kingdom nominal 80s. 0d.
Demerara Rum, per gal. nominal.
Trinidad Cocoa, Good Middling Red nominal per cwt 80s. 0d.
Cotte Medium Fine Sea Island, at Liverpool per lb. nominal
Bank of England rate of Discount per cent. 7.
Consols 43½.
Three per cent rents in Paris Fcs. 56.97.
All prices subject to correction.

WHY YOU ARE WATERPROOF.

The human skin, which forms a protective covering over the whole of the body, consists of two layers, an outer one and an inner one.

The epidermis, or outer skin, is so constructed that no moisture from outside can penetrate it so long as the skin itself is not torn or cut.

At the same time the pores of the skin are so formed that the sweat is freely discharged through the skin, thus ventilating the body and keeping it at an even temperature.

If someone could invent a material possessing the properties of the human skin, a material which would keep out all moisture, however heavy the down-pour of rain, and yet allow for the free escape of the heat and moisture of the body, his fortune would be made.—*Everyday Life.*

BOIL FOOD THOROUGHLY.

An Italian scientist has been making experiments in the domestic laboratory, that is to say the kitchen. He has been testing the efficacy of boiling and baking as a means of cooking, and he has made

the somewhat startling discovery that it takes two or three times as long thoroughly to cook a joint than is generally supposed.

A large joint of salt beef had been three and a half hours in the pot. He took it out, tried its temperature, and found that the center had not yet come anywhere near to boiling point.

Then he tried a 10 pound ham and discovered that, after it had been boiling steadily for an hour, the temperature in the middle had not reached 140 degrees Fahrenheit.

The importance of this discovery lies in the fact that it takes a temperature of at least 140 degrees to kill disease germs, and as we all know meat may, and sometimes does, contain a variety of dangerous germs.—*Ibid.*

A CUP OF TEA.

The cup of tea with which you refresh yourself after your work, has been handed down to you through many generations, and its story is one of the romances of beverages.

The Chinese drank tea in the fourth century, valuing it for "relieving fatigue delighting the soul, strengthening the will, and repairing the eyesight." It was drunk by the Taoists as an ingredient in the elixir of immortality. The Buddhists used it during their long period of meditation to prevent drowsiness. And it must effectively have done so, since their particular concoction was boiled with rice, ginger, salt, orange or lemon peel, spices, and sometimes onions.

In Japan, tea is practically a religion. There are special ceremonies in connection with it and special buildings in which it is drunk.

Tea has been praised and condemned, and history records that it was even denounced as "a filthy custom." But it has survived for sixteen hundred years!—*Ibid.*

FREE RADIUM TREATMENT FOR CANCER.

As one means of conserving the public health the state of New York has bought \$225,000 worth of radium which will be used in one of the state's institutions for treating cancer sufferers free of charge. As even the tiniest unable speck of this rare element costs \$12,000, the average doctor cannot afford to use it in treating his patients.—*The Pathfinder.*

JAPAN WILL NEVER FIGHT U S.

In a special article in a Japanese newspaper Viscount Kaneko, president of the American-Japanese society, declared there would never be a war between the United States and

Japan for the reason that neither could accomplish anything. First, he asserts that the United States could never land a single man on the soil of Nippon, which has never been invaded in all history, though two unsuccessful attempts were made by the Mongolians long before Japan had developed the national strength she has today.

If Japan succeeded in landing marines in San Francisco, he said, it would be impossible to transport the millions of men that would be necessary to support them or the supplies to support the men. The writer pointed out that even if Japan took San Francisco and part of the Western Coast, the United States would not be greatly hurt and "quite possibly New York and Washington would pay little attention to such a trivial incident."

The viscount declared that the Japanese are grateful for what the Americans did in the time of Commodore Perry who forced the opening of Japan to the world, and that they have no grudge against Americans in spite of the fact that an anti-Japanese agitation has grown up in California and has terminated in taking away from the Japanese leasehold and land-ownership rights.

The heavy majorities in California in favor of the restricting measures in the recent election caused little comment in Japan for reason that the result was foreseen and discounted. The question is the subject of prolonged discussions between the ambassador of Japan and the United States.—*Ibid.*

CONCRETE FREIGHT CARS

Because of the scarcity of steel and iron the Germans have been building ships and freight cars of reinforced concrete as cement, sand, gravel and iron for reinforcing can be obtained with comparatively little difficulty or expense. Concrete vessels of 3,000 to 5,000 tons capacity has given satisfactory service. Concrete freight cars, it is said, have withstood rigid tests and it is hoped that they will prove of great help in restoring railroad service and overcoming transportation difficulties.

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