

THE NEWS IN A NUTSHELL.

THE VERY LATEST FROM ALL THE WORLD OVER.

Interesting Items About Our Own Country, Great Britain, the United States, and All Parts of the Globe, Condensed and Assorted for Easy Reading.

CANADA.

Railway traffic in Winnipeg is seriously impeded by snow storms. The final dividend to Commercial Bank of Manitoba creditors was paid on Tuesday.

The Ontario Rolling Mills Company will erect a new steel building in Hamilton.

Frederick Wakelin, an old pensioner, who lived alone in Hamilton, lost his life in a fire.

The Kingston Locomotive Works has received an order to build three locomotives for the Intercolonial Railway.

Wm. M. Ogilvie, son of the explorer, has resigned his connection with the Interior Department to go to the Yukon.

It is reported that Governor Vallee, of the Montreal jail, is to be appointed warden of St. Vincent de Paul penitentiary.

The secretary-treasurer of the municipality of St. Boniface, Man., is short in his accounts, and an investigation is being held.

The fisheries of the Dominion yielded over \$20,000,000 last year and employed 75,000 men.

E. P. Jennings, an expert, has arrived at Sault Ste. Marie from the Michipicoten gold fields. He says that the ore looks very promising.

Those persons who wish to prospect for coal must now, according to an Order-in-Council, passed at Ottawa on Saturday, pay a fee of ten dollars.

A seaman, named Adolph Carlsson, jumped overboard from the lumber ship Magellan, in Vancouver Harbor, on Saturday and was drowned.

Several Atlantic steamers are detained at St. John, N.B., unable to get their cargoes or mails on account of the railways being blocked by snow.

Mrs. John Shaw, an insane woman of Pierson, Eastern Assiniboia, committed suicide there on Tuesday. She had previously tried poison and a rope.

Lady Abbott, widow of the late Sir John Abbott, Prime Minister of Canada, died suddenly at the house of her son, Mr. J. B. Abbott, Montreal, on Friday.

The War Office scheme for the reform of the British army adds 23,000 men to the army, the largest increase ever proposed in Great Britain in time of peace.

An Order-in-Council has been passed giving effect to Mayor Walsh's order increasing the dues to be paid for permits to sell liquor in the Yukon district from 25 cents a gallon to \$2 under proof.

A deputation from the northwest waited on the Government at Ottawa to advocate the opening up of the Edmonton route to the Yukon. Sir Wilfrid Laurier promised that an exploration would be made.

At Canmore, Alberta, fire destroyed the Pullman and Waverley Hotels and a number of other buildings. Forty inmates of the Pullman Hotel escaped in their night clothes, but Clara Christenson, the ten-year-old daughter of the proprietor, was burned to death.

Trade returns show exports for January increased by \$4,000,000 over January last year, and imports increased \$2,400,000. Imports for past seven months have been \$72,588,599, compared with \$65,568,611 a year ago, and exports \$111,274,832 against \$86,602,099 a year ago.

Sir George and Lady Kirkpatrick were the recipients, at their home in Toronto, on Tuesday, of two handsome silver punch bowls and an address, by a number of gentlemen, in appreciation of the hospitalities and courtesies of the family during their stay at Government House. Miss Kirkpatrick was remembered with a bracelet and watch.

The Ontario Agricultural Department have just issued the 23rd annual report of the Ontario Agricultural College and Experimental Farm. President Mills says that the past year has been one of hard work and satisfactory progress. There were 275 students on the roll during the past year, 63 of these taking a special dairy course.

In addition to equipping the system with extra sixty-thousand-pound freight cars, the Grand Trunk authorities are making arrangements to have their roadbed, locomotives, etc., between Toronto and Portland, put in condition to haul thirty-five cars to a train-load from the former to the latter city, without having to cut the train.

GREAT BRITAIN.

Robert Stapleton-Cotton, Viscount Combermere, is dead, at London.

Two Government cutters have been capsized in a gale off Wells, Norfolk, drowning sixteen persons.

A receiver has been appointed for the estate of Sir Robert Peel, whose liabilities are estimated at £100,000.

The British Board of Agriculture is taking steps to prevent the introduction of San Jose scale into Great Britain.

Mr. Gladstone will shortly undergo an operation to alleviate the pain caused by necrosis of the bone of the nose.

There is great activity in the Clyde shipbuilding industry, 50,000 tons having been ordered in February against 38,000 tons in January.

Mr. John H. Parnell, brother of the late Charles Stewart Parnell, is a candidate for the post of City Marshal of Dublin. He urges his poverty as a reason for his appointment.

Judgment was rendered in London, England, on Tuesday in a gambling case in favor of the defendant, who had issued I.O.U.'s to the extent of £1,838, while playing at baccarat.

Snow continues falling in the southern and western districts of England. Many roads and railroads are blocked and snowploughs are working at drifts from three to twelve feet deep, and telegraphic communication is interrupted.

At a bye-election in the Crickdale Division of North Wiltshire, in consequence of the resignation of the Unionist member of the House of Commons Mr. Alfred Hopkinson, Q.C., Lord Edmund George Fitzmaurice, Liberal, was elected by a majority of 489.

The carpenters in the large ship-building yard at Sunderland were suddenly called upon to defend the most sacred prerogative of the British workman last week. The boss asked some of them to "hurry up," and all the carpenters went on strike at once.

In Birmingham a valuable piece of ground is over a railway tunnel, which will not bear the weight of a building. An architect has devised a house which projects over the tunnel on cantilevers, and is held up by an apparatus like a butcher's steel-yard. It consists of steel bars, with the house on the long ends, and a huge block of concrete hung at the short ends, to balance the building.

UNITED STATES.

Rev. Sam Jones is an independent candidate for Governor of Georgia.

Norman McLachlan, one of Queen Victoria's pipers is on a visit to his sister, in Marquette, Mich.

W. M. Boggs, paying teller of the First National Bank, of Dover, Del., has been arrested on a charge of embezzling over \$100,000.

The motion for a new trial in the case of Adolph Luetger, the Chicago wife-murderer, has been refused and the sentence of life-imprisonment confirmed.

John Mulligan, president of the Connecticut River Railroad and one of the best known railroad men of New England, is dead at Springfield, Mass.

The Supreme Court of the United States has begun its hearing of the joint traffic case in which is concerned 31 of the leading roads of the country.

Morris V. Bancroft, an American Express Company messenger, received a bullet wound from his own revolver, which dropped from his pouch and discharged at New York on Tuesday. He will probably die.

Two passenger trains collided in a blinding snow storm on Saturday night at the crossing of the Chicago, Milwaukee and St. Paul and Burlington roads, near Rockford, Ill., killing two trainmen and injuring about twenty-five passengers.

The Ohio Coal Trust has been perfected under the name of Central Coal and Coke Company. It is incorporated under the laws of Ohio, and its headquarters will be Columbus. Its capital stock is \$200,000. It is understood that prices are to be raised.

The Temple Magazine publishes an interview with Bishop Whipple, of Minnesota, who says he once left his things scattered about in an Indian tepee, and asked the chief if they were safe. "Yes," said the chief, "perfectly safe. There is not a white man within a hundred miles."

At Philadelphia, William M. Singlerly, proprietor of The Record Publishing Company, President of the Chestnut Street National Bank and the Chestnut Savings Fund & Trust Company, which recently collapsed, and President of the Singlerly Pulp & Paper Mill, died suddenly from heart disease.

GENERAL.

An insurrection is imminent in Bulgaria.

War is imminent between Costa Rica and Nicaragua.

Berlin, Germany, is to have an underground railway.

The Czarina is suffering from a mild attack of measles.

Fire has destroyed a plague hospital at Bombay. The patients were saved.

The coast of Newfoundland continues to be blocked with ice and shipping is helpless.

Col. Picquart, who testified for the defence in the Zola trial at Paris, has been retired from the army without a pension.

There are, it is said, 14,000 people absolutely without food and clothing within the limits of the city of Matanzas, in Cuba.

The British battleship Victorious, which was ashore for some time off Port Said, necessitating her being lighted, has safely traversed the Suez canal.

The Zola trial has closed at Paris. M. Zola was found guilty on all counts and was sentenced to one year's imprisonment and fined 3,000 francs.

The 200 fishermen who were carried into the Gulf of Finland by the breaking loose of ice have all been saved, according to reports from St. Petersburg.

In the German Reichstag on Tuesday General Von Gossler, Minister of War, accused Herr Bebel, the Socialist, of appealing to revolution, and therefore, of being a national enemy. "Should these Socialists enemies," said General Von Gossler, "some day proceed to action we would advance against them with the same sang froid as we would against a foreign foe."

A MILLION ROUNDS.

British Officers Leave England for West Africa Well Equipped.

A Liverpool despatch says:—The British steamer Bonny started on Saturday for the Niger with a party of officers, 10 non-commissioned officers, three hospital nurses, a number of huts, a quantity of military stores, and a million rounds of ammunition. The stores and the party are destined for Lokojo.

THE G. T. R. TO WINNIPEG

PASSENGER SERVICE TO BE INAUGURATED SHORTLY.

Free Colonist Sleepers — An Arrangement Perfected With the Northern and the Grand Trunk Lines in the West.

The Grand Trunk Railway Company makes the important announcement that it will shortly inaugurate a passenger service between Portland, Montreal, and Toronto to Winnipeg. The leading features of this important move on the part of the Grand Trunk are as follows:—Free colonist sleepers will be run from Portland, Montreal and Toronto to Winnipeg. Special trains will be run for settlers who may wish to accompany their live stock. The Northern Pacific extends from St. Paul to Winnipeg and other principal places in Manitoba. By an arrangement with the great trunk lines between Chicago and St. Paul the distance of about 400 miles has been bridged, and the Grand Trunk system in the east joined with the Northern Pacific system in the West, and active competition at once inaugurated with the Canadian Pacific. From Ontario the situation is reversed, and the Grand Trunk claim to have not only the advantage alluded to in the way of variety en route, but also effect considerable saving in distance, and, it is said, in time as well. It is understood the new and equal fares over the Grand Trunk will become effective almost immediately, and the new through car service will follow early in March. Customs drawbacks have been removed by the checking, billing, and bonding of baggage, etc., through the United States to Manitoba. The through cars, passing as they will via St. Paul on their way to Winnipeg, will, it is claimed, materially help the Grand Trunk in competing with the Canadian Pacific through cars to St. Paul from Montreal and other eastern points.

SMALLPOX IN A PALACE.

The Czarina of Russia Stricken Down by the Dread Disease.

A despatch from Vienna says:—Within a few weeks of the date on which, according to official announcement, the Czarina is about once again to become a mother, she has been stricken with smallpox, and, although the most strenuous efforts have been made at St. Petersburg to conceal the fact, measles being given out as the cause of her seclusion, yet the true nature of her malady, is the subject of conversation in all the court circles, news having been received here thereof by letter, as of course the censor would not permit any information of this kind to leave the Russian capital by wire. The announcement is not altogether unexpected. Instead it has been anticipated for ten days past.

CAUGHT AT A CONCERT.

It seems that about a fortnight ago Count Muravieff, the Muscovite Minister of Foreign Affairs, gave a magnificent concert and supper, in honour of the Czar and Czarina all the other members of the Imperial family who happened to be in St. Petersburg being present. The Count complained of feeling ill on the night of the entertainment, his looks corroborating his words and he was forced to take to his bed on the following day. Forty-eight hours later the physicians finally diagnosed his case as a very severe attack of smallpox. It was therefore taken for granted that he had already been in the first stages of that horrible malady at a moment when he was doing the honours of his official residence to the Emperor and Empress. Since then the utmost uneasiness has prevailed at the Russian court, and both Nicholas and his beautiful consort may be said to have been under continual and close supervision of their medical attendants, on the lookout for any symptoms of smallpox.

BEAUTIFYING OLD LONDON.

Government Will Spend Millions of Dollars on Extensive Improvements.

Extensive plans for the beautification of London have been decided on by the Government. No announcement yet has been made, but an expenditure of more than \$10,000,000 upon the approaches to the Houses of Parliament is among the probabilities, including splendid new public offices, really worthy of the English metropolis.

SCURVY IN DAWSON.

About Thirty Cases of the Disease Have Developed Among the Miners.

A despatch from Dawson, N.W.T., via Victoria, B.C., says:—Scurvy has developed among the miners to such an extent that there are now seventeen cases in the public hospital. It is estimated that there are from twelve to fifteen cases in private cabins, swelling the whole number to thirty. Precautionary measures are being taken to prevent the spread of the malady.

TEN KILLED, EIGHT INJURED.

Two Explosions at a Fire — Spectators and Firemen Buried in Debris.

A despatch from Kalamazoo, Mich., says:—Fire on Saturday night partially destroyed the Hall chemical works. During the progress of the fire two terrific explosions occurred, blowing one of the buildings to pieces and burying a large number of people in the ruins. Six firemen and four spectators were killed and eight others badly injured.

PROVIDING FOR WAR.

The British Army Increased by About 23,000 Men.

A despatch from London says:—The War Office scheme for the reform of the British army, which was explained in the House of Commons on Friday by Mr. W. St. J. Broderick, Parliamentary Secretary of the War Office, seems to have greatly satisfied the various factions. The scheme adds 23,000 men to the army, the largest increase ever proposed in Great Britain in time of peace.

So great is the Empire's demand now that one in every sixteen able-bodied men in the country is serving either in the army or navy, and one in every four youths reaching the age of 18 years has joined one of the two services.

The great drawback of the present system, Mr. Broderick said, was to provide for sudden small wars, and it was proposed to meet this situation by allowing 5,000 infantry to go on the reserve, and draw a shilling, instead of sixpence, per day, these men to be subject to call in any emergency.

Mr. Broderick outlined a scheme of War Office reforms conferring larger powers of initiative and financial control upon generals, and putting an end to the system of constant reference to the War Office of minor matters.

It was proposed, he said, to create three effective army corps, of which two would take the field immediately in case of war, and 10,000 men would be in readiness for minor emergencies without calling upon the reserves. No battalion of infantry would have fewer than 650 men, no cavalry regiment fewer than 350, and no artillery battery fewer than 150.

THE SOKOTO AFFAIR.

Lord Salisbury Receives an Assurance From France That She Has No Troops in the Region.

3rd Edition. A despatch from London says:—The Marquis of Salisbury, in the House of Lords on Tuesday, said:—"My Lords—Before moving the adjournment perhaps it would be convenient that I should read a telegram received from Sir Edmund Monson, the British Ambassador, at Paris, with reference to matters which have excited some attention. Sir Edmund says:—"I placed in the hands of M. Hanotaux, the French Minister for Foreign Affairs, as soon as I could obtain an interview a note drawing attention to the report published this morning of a French advance into Sokoto. I said that if the report was correct the news must be regarded as of a very serious character. M. Hanotaux replied that he had no knowledge of any such proceedings, and that if anything of the kind had occurred it must have been done not only without the orders of the French Government, but against their wishes and instructions, as they had no desire to approach Sokoto. He said he did not believe the news was true, and he has since communicated to me the assurance that there are no French troops in that region." The reading of the despatch was received with cheers.

LAI D TO REST.

Last Rites Over the Body of Miss Willard at Evanston.

A despatch from Evanston, Ill., says:—The last rites over the body of Miss Frances E. Willard, president of the W. C. T. U., were performed here on Thursday. The city was in mourning, schools and business houses being closed, and flags at half-mast. Private services were first held at "Rest Cottage," Miss Willard's home. A prayer was offered by Mrs. L. M. N. Stevens, acting president of the W. C. T. U., and after the hymn, "Jesus, Lover of My Soul," had been sung by those present, the casket was conveyed to the First M. E. church, which was filled to the doors. Addresses were made by President Henry Wade Rogers, of the North-Western University; Rev. Dr. Charles Little, Mrs. Louisa Rounds, Mrs. John S. Dotter, of Iceland; Mrs. Katherine L. Stevenson, and Mrs. Clara Hoffman. The casket was literally covered with flowers, almost every country and State being represented by a floral piece.

SERVICES IN LONDON.

Services in memory of Miss Frances Willard were held in St. John's church, Westminster, London, on Wednesday evening. The edifice was crowded with representatives of the W. C. T. U., among those being Lady Henry Somerset, the Duchess of Sutherland, the Duchess of Bedford, and Antoinette Sterling. Candles were burned on the altar which was decorated with immortelles. There was a simple burial service, which included the singing of the hymns, "The Labourer's Task is O'er," and "Rock of Ages." Canon Wilberforce made an address, in which he exhorted his hearers to emulate Miss Willard's work. The services concluded with an impromptu prayer, commending the soul of the deceased woman to God.

BROKE THE RECORD.

C. P. R. Takes Freight From Vancouver to New York in Seven Days.

The C.P.R. has broken the world's record for a transcontinental freight run. On February 11 a large quantity of silk was landed at Vancouver by the steamship Empress of China, and on the 18th it was landed in New York, the trip occupying seven days. There were four carloads valued at \$200,000 each.

STEAMER MISSING.

Non-Appearance of the French Liner La Champagne Causing Alarm.

A Friday despatch from New York, says:—The overdue French line steamer La Champagne, from Havre, has not been sighted yet, nor has anything been heard of her. La Champagne should have arrived last Sunday. The French line officials, however, declare they entertain no apprehension of serious damage.

The Dutch tank steamer Bremer Haven, which arrived here Friday afternoon from Antwerp, reports that on February 19, in latitude 43, longitude 44, she passed a steamer. It was apparently a Frenchman, almost stopped and heading north-east. She had two masts and two funnels. Regulation lights were burning, but no signals were displayed. The captain of the Bremer Haven, who was told La Champagne was overdue, said there was no doubt in his mind but that it was the missing vessel.

La Champagne sailed with 48 first cabin passengers, 53 second cabin, and 203 steerage passengers. She carries a crew of 175, Captain Poirot commands her. Her chief engineer is M. Valoin. None of the names of the passengers are known in the office in Bowling Green. She brings 234 pouches of mail and a cargo worth more than \$100,000. Friends of her voyagers are calling in greater numbers at the pier, foot of Morton street, and at the office. Telegrams of inquiry are coming in from relatives.

TOWED INTO HALIFAX.

A despatch from Halifax, N. S., says: Prayers of thankfulness rose from the lips of the nearly five hundred passengers on board the overdue French line steamer La Champagne when at daylight on Sunday morning, in tow of the big freight steamer Roman, they sighted the shores of Nova Scotia, and were promised before night fell again they would be safely anchored within the shelter of Halifax harbour. It had been an anxious ten days on board the Atlantic passenger liner, for half of that time they had drifted helplessly on the Newfoundland banks, their anchoring chains having been lost and the machinery being useless on account of the breaking of the tall shaft, which it was impossible to repair at sea. The story of the accident and the experiences on board up to the time the boat's crew left in search of help, on the 18th, has already been told by that crew, who were picked up and taken to New York.

DRIFTED FIVE DAYS.

When this boat left the steamer was at anchor on the banks. That night a gale raged, and the ship was torn from her anchorage, and she began to drift for five days. She was unable to do anything except keep her head to the wind. Last Wednesday night two steamers, the first since the disaster came into sight. Immediately rockets were discharged and coloured fire burned, and the attention of both was attracted. The nearest one, which proved to be the Roman, bore down on La Champagne, while the other which is supposed to have been a large passenger steamer bound to New York, proceeded on its way, having it is thought, seen that assistance was going to the vessel in distress. The Roman took the Champagne in tow Thursday morning. A subscription was made up on board for the men who so bravely manned the lifeboat and left in search of help, and the sum of five thousand francs was quickly raised.

The accident to La Champagne is a most serious one, and will necessitate the ship going into dry-dock. When the tail-end shaft snapped the engines commenced to race at a fearful rate, and this caused the connecting rod to break. The work of towing the big vessel to Halifax was not a very easy task for the Warren Emer Roman, not withstanding that she is also of immense proportions. Three times the towing cables were parted by the heavy pitching of the ships, and each time it took considerable trouble to pass others. Finally two large steel lines and a massive Manila one were connected, and with them the helpless ship was brought safely into port.

RIOTERS KILLED.

Serious Disturbances in Sicily Owing to the Scarcity of Food.

A despatch from Rome says:—Grave disturbances have occurred at Modica, Sicily, where a crowd of a thousand or more workmen and peasants organized a demonstration, parading the streets clamouring for bread or work. The crowd attacked the quarters of the gendarmes and broke the windows of many houses in the town. The troops were called out and charged upon the mob, killing two and injuring several others. The disturbances grew out of the scarcity of food and employment which prevails in Sicily, and similar demonstrations have occurred in various other places in that island.

SANDSTORM AT SEA.

Peculiar Experience Reported by the Overdue Steamer Roslyn Castle.

A despatch from Plymouth England, says:—The steamer Roslyn Castle, from Table Bay, arrived here on Wednesday, two days overdue. She reports that on February 14th she encountered what seemed to be a fog, but which proved to be a sandstorm. The air was permeated with red sand, and for 900 miles the sun and stars were invisible. Observations were impossible until the ship reached Madeira, and for the entire distance the vessel worked her way by dead reckoning.