RIOTING IN TORONTO.

1,400 Militia Called Out to Preserve Order.

A despatch from Toronto says: The attempt of the Street Railway Company to run cars on Sunday morning resulted in rioting in several portions of the city. Several men were injured and eight rioters were arrested. The cars, with windows broken and the floors covered with bricks and stones, were run back into the barns, and no further attempts were made by the company to establish a service. The whole police force was on duty 17 hours out of the 24. The men snatched a few hours of sleep while in the station houses by lying around the floors and benches. Twenty mounted men were on duty.

It was a complete tie-up of the system. The non-union workmen and conductors were handled roughly in many cases. Two left a car over the Don and were pursued by a mob for a mile. About the King street barn there were scenes of great disorder. An attempt to rush the barn, where a number of imported men were kept locked up, was contemplated, but a big posse of police succeeded in removing the men to the Yorkville barn in the police patrol. The patrol was followed by a howling mob of strike sympathizers.

Harry Webb had an order to supply bread and pastry to the car barns. The contract was discontinued on Sunday, and the company had to look elsewhere for the means of sustaining their imported men.

FIVE CARS WERE STALLED.

The pivot of the strike trouble was in the East End. Long before 8 o'clock a large crowd collected in front of the King street barns at the corner of St. Lawrence street, and awaited the appearance of the first car. The crowd was made up, not of the rowdy element as might be expected, but workingmen employed in East End factories. As time went on their numbers were increased by scores of people, who came forth from all parts of the city. One of the earliest on the scene was John Argue, one of the company's roadmasters, who came about 7 o'clock. Following him came W. H. Moore, private secretary to President Mackenzie, in a hack, accompanied by eight strike-breakers, who had been quartered at the Albion Hotel. Their appearance was the signal for hoots and cat calls from the crowd. They were escorted to the barns by police without mishap.

RUN A CAR OUT.

It was just a little after 8 o'clock when the barn doors were opened and car No. 878 manned by Motorman Whitehead, one of the oldest employes of the road, was ready to come out. No sooner were the doors thrown back than a missile crashed through the vestibule window, striking Whitehead. The motorman turned on the power and the car started on its way. It had not reached the Don bridge before every window was broken. Whitehead continued to run his car, protected by six policemen, who were also on the front platform. The car got through to the Woodbine, and on reaching that point it was run on the Woodbine avenue switch and deserted. Whitehead and his conductor took to the woods, closely followed by the crowd, who showered stones and eggs at the fleeing men.

Fifteen minutes later car No. 866 was started from the barns and it met with similar treatment. This car was manned by Motorman James Quigley, who for many years has been on the Winchester street route. This car proceeded to the Woodbine, where it was also run on the switch and deserted.

SIX CARS TAKEN OUT.

It was a sullen, discontented crowd that gathered in the neighborhood of the Yorkville barn. The excitement ran high, and had it not been for the presence of a strong body of police, under the command of the inspector of the division, it is hard to say what damage might not have been done. As it was, several cars had their windows demolished, and it was a wonder that those in charge of them were not seriously injured by the flying missiles.

NOTIFYING THE SOLDIERS.

Col. Buchan said he had been consulted by the Police Commissioners during the day, and had come to the conclusion that if a military force was to be used for this strike, it would be most effective to have it a strong force, and, therefore, he had decided that 1,400 men would not be too many to effect the desired object. He said that the cavalry would be brought from Niagara camp, because cavalry men would be the most effective. He was not sure whether Col. Lessard, who has charge of the cavalry camp, would accompany them. The arrangements for the feeding and quartering of the soldiers depended a lot on circumstances, but for the present the Armouries will be their headquarters. The cavalry and horses will likely be quartered at the Exhibition Grounds.

Before 6 o'clock the strikers commenced to gather, and a half an hour later there was a good sized mob, which was being steadily augmented every minute. The police arrived about this time and were quickly distributed to the best advantage. At 6.28 the first car left the shed with Roadmaster Blight acting as motorman, and one of the company's regular men as conductor. The crowd hooted and yelled "scab," "traitor," "Judas," and such like epithets, but attempted no violence. Several policemen were on the car, which ran down Yonge street to the Empress Hotel, at the corner of Gould street, where several men were picked up and taken back to the sheds. When the car reached the doors derisive cries greeted it and its occupants.

ON DUNDAS STREET.

A large crowd of strikers and sympathizers assembled in front of the barns at the corner of Dundas street and Howard Park avenue early Sunday morning. Dave Kerney, roadmaster on the Dundas division, took a car out of the barns and brought up seven men in street railway uniforms who had been engaged in Kingston and Ottawa. The men were hustled towards the sheds, but before they reached the door strikers got hold of them, and in a few words explained the situation. Four of the men refused to go into the barns, and were taken by the strikers to the Central Committee rooms, where, they said they had been induced to come to Toronto upon the representation that the Street Railway Company wanted men to take the place of those who had been prosecuted for tampering with the fare boxes. The others got inside the shed before the strikers had an opportunity to talk with them, and once inside the doors were closed and three policemen kept guard outside. Between 10 o'clock and noon the crowd grew from two or three hundred to nearly as many thousand and the arrival of more policemen gave the impression that a car was about to be run. The fare box, tickets and change were given out to one of the new conductors, but he handed them back and refused to take the car out. About 1 o'clock a hack drove up with the food for the imprisoned men; but an intimation from the strikers that they were carrying a contraband of war and would be severely dealt with if they did not surrender, induced the men to turn their horses around and drive away with the grub pile. About 2.10 a hack, preceded by two mounted policemen, driven by a cab driver seated beside P. C. Welsh, and containing a policeman in charge of the provisions, concealed by a big rug, rode up. The mounted men cleared the crowd away, but missiles flew freely, and the cab man was put out of business by a stone striking him in the face. When the rig came out half an hour later, it was driven by the police, and rattled away amidst a fusilade of stones.

ON THE BELT LINE.

W. H. Moore, secretary to the president of the Street Railway Company, was hit with a missile at the corner of Queen and Spadina avenue, about 9.30 a.m. He had undertaken to run a car from the Yorkville barn around the Belt Line, down Spadina. All along the way bricks and stones were hurled at the car, and one of them came through the vestibule window and was planted fairly on the side of Mr. Moore's face. Mr. Moore rushed the car through without wasting much time, and ran it into the North Toronto barns. The car was manned by two of the company's old employees, two detectives and five or six police. Mr. Moore has his face in bandages.

NEWS EAGERLY AWAITED.

Throughout the day men from other barns kept the strikers posted upon what was going on. These couriers were eagerly awaited and soon gathered immense throngs around them. The news that the boarders had packed up their trunks and left Yorkshire Johnson's, whilst he himself had been forced to make a hasty exit from a Belt Line car, was hailed with cheer upon cheer, and the next message, that Whitehead had been chased from a King street car into the Bay, gave cause for more rejoicing. It was like reading bulletins on the night of an election, in which the whole crowd were on the winning side. It was 8.30 before a patrol waggon, preceded by two mounted policemen, took away the non-union men, who, in the early morning had been brought to operate the cars. The patrol waggon passed through a fusilade of missiles from the car barns to Lansdowne avenue.

CAN'T USE FIREARMS.

A number of the imported men made enquiries from the police regarding the use of firearms in this country. They came from the United States, and were under the impression that they could carry weapons to defend themselves. The police had instructions to warn every man that it was not only an offence to use them but to carry them.

THE STRIKE SETTLED.

Monday morning.—The Street Railway strike is practically over. At seven o'clock this morning Messrs. Flavelle and Ames, who had been acting as intermediaries between the Railway Company and the men, and had held a twelve hours' session in conference with the men's committee and the Railway Company, reported that everything was looking towards a satisfactory settlement of the strike. They would meet again during the day, when it is confidently expected by both sides that a settlement will be reached.

Mr. James McDonald, local organizer of the union, stated that the question of wages and recognition of the union had been settled. He further stated that there was just a trivial matter to be agreed upon, and was confident the cars would be in operation during the afternoon or evening.

CATTLE FOR THE BOERS.

First Shipment Is Made From Fort Worth, Texas.

A Fort Worth, Texas, despatch says: One of the most comprehensive deals in Texas cattle, and one which will have the most far-reaching effect upon the future of the cattle industry in Texas, had its initiative in the shipment of sixty head of Texas cattle from Pensacola, Florida. The shipment is intended as the first of many thousands to be used in restocking the depleted veldts of South Africa.

Walter De S. Maude was at one time a member of the 78th Highlanders, later the owner of the Moon ranch in the Texas handle, later a lieutenant in a British regiment in the Boer war, and at present holding a major's commission in the British army. Richard Carrow, the other member of the firm that made the shipment, is owner of the Windhorst ranch in Clay County. It is understood that those two gentlemen have a contract to supply the British Government with young breeding cattle in South Africa.

The shipment from Pensacola consisted of bulls and heifers, high grades and pure bloods, none of which were over three years old. They were purchased at various points in Texas in small lots, so as to avoid suspicion, and were shipped from Pensacola for the same reason, the Boer war not being over at the time the vessel was chartered.

Should this initial shipment turn out well, it is the purpose of Messrs. Maude and Carrow to follow it with others, each aggregating 10,000 head. The point of debarkation will be Natal, and the point of shipment in this country will be Galveston. A regular line of steamers will be put on, and the movement is expected to continue until 50,000 head have been sent to South Africa.

By virtue of the regulations established by the British Government, the whole of the shipment from Pensacola were inoculated for tuberculosis before embarkation.

WALTER GORDON HANGED.

Paid Penalty of Double Murder This Morning.

A Brandon, Man., despatch says: Walter Gordon was hanged on Friday morning at 8.05. Life was extinct in 13 minutes. The execution was carried out without a hitch. The doomed man walked to the scaffold accompanied by his spiritual adviser and jail officials, without the faintest sign of fear.

Gordon sat up on Thursday night till about 2 a. m., spending the time in quiet conversation and prayer with the Rev. Wm. Henry. At 2 o'clock he lay down for a sleep, and at times appeared very restless. He was up at 6, dressing himself without the slightest trace of nervousness. At 7 o'clock he breakfasted, eating sparingly of some ham, toast, and strawberries, and drinking a cup of strong tea. After breakfast Radclive put in an appearance, and Gordon shook hands with him briefly. By that time it was about 8 o'clock, and Gordon was made ready for the final proceedings. At 8 o'clock the solemn procession started for the scaffold.

Gordon murdered a farmer named Ed. Daw, at Whitewater, near Boissevain, Man., on July 31, 1900, and on the following day shot and killed Jake Smith, a partner of Daw. He threw both bodies into a well on the farm. The reason for the crime was that Gordon had arranged to purchase Daw's farm, but when the time came for completing the bargain, he lacked the money. Gordon took possession of the farm and held it for some time, when fearing detection he fled to Dakota, where he joined a United States company of Infantry. Afterwards he deserted, and, going to Halifax, enlisted in the Second Canadian Mounted Rifles for South Africa. He was arrested just as he was on the point of embarkation.

METHUEN IS MODEST.

Sends Word That He Does Not Want a Public Welcome.

A London despatch says: General Lord Methuen, who was severely wounded and captured by the Boers at Tweebosch, Transvaal, has written from South Africa to his family at Corsham Court, Wiltshire, England, asking them to induce his friends and neighbors to permit him to return home without any demonstrations of welcome, out of respect to the many comrades he has lost in the war.

THE MARKETS

Prices of Grain, Cattle, etc in Trade Centres.

BREADSTUFFS.

Toronto, June 24.—Wheat—The market is quiet, with No. 2 white and red quoted at 76½ to 77c middle freights, and No 2 goose at 68c east No. 2 spring, 74 to 75c east. Manitoba, No 1 hard steady at 82½c, Toronto and west; No. 1 Northern at 79½c to 80c, and No. 2 Northern at 78½c Toronto and west. Grinding in transit prices 2½c higher.

Barley—Trade quiet, with No. 3 extra quoted at 53c middle freight.

Rye—The market is dull, and prices nominal.

Flour—Ninety per cent. Ontario patent quoted at $2.92½ middle freights, in buyers' sacks. Straight rollers, in wood, quoted at $3.25 to $3.35. Manitoba flours are steady. Hungarian patents, $4.05 to $4.25 delivered on track Toronto, bags included, and strong bakers' $3.80 to $3.95.

Oatmeal—Car lots in bbls, $4.85 on track, and in sacks at $4.70. Broken lots, 25c extra.

Millfeed—Bran is dull at $16 to $17 and shorts at $20. At Toronto bran is $19, and shorts, $21, in bulk. Manitoba bran, $20 in sacks, and shorts $23, in sacks, Toronto.

COUNTRY PRODUCE.

Dried apples—Trade very dull. Evaporated, 10½ to 11c.

Hops—Trade quiet, with prices steady at 13c; yearlings, 7c.

Honey—The market is dull; comb, $2 to $2.25 per dozen.

Beans—The market is quiet at $1 to $1.25, the latter for hand-picked.

Hay, baled—The market is steady, with fair demand; timothy, $10.50 for No. 1.

Straw—The market is quiet. Car lots on track quoted at $5 to $5.50, the latter for No. 1.

Poultry—Receipts are small, and the demand fair. We quote:—Turkeys, young, 13 to 14c per lb.; do, old, 11 to 12c; chickens, 75c to $1 per pair.

Potatoes—This market is quiet, with car lots quoted at 73 to 75c per bag on track; small lots sell at 85c.

THE DAIRY MARKETS.

Butter—The market is steady, with supplies fair and demand good. We quote:—Choice pound rolls, 16 to 17½c; selected large rolls and tubs, 16 to 16½c; medium, 13 to 14c; low grades, in tubs and pails, 10 to 12c; creamery prints, 19 to 20c; and tubs, 18 to 19c.

Eggs—The market is unchanged, with sales at 14½c per dozen in case lots for fresh, at 13 to 14c for ordinary, and at 11½c for chips.

Cheese—Market is fairly active, and prices are unchanged. New choice is jobbing at 10½ to 10¾c, and seconds at 10c.

HOG PRODUCTS.

Dressed hogs unchanged. Hog products steady. We quote:—Bacon, long clear, 11 to 11½c, in ton and case lots; mess pork, $21.50 to $22; do., short cut, $23.50 to $24. Smoked meats—Hams, 13½ to 14c; breakfast bacon, 14½ to 15c; rolls, 12 to 12½c; backs, 14½ to 15c; shoulders, 11½c.

Lard—Prices unchanged. We quote:—Tierces, 11¼c; tubs, 11½c; pails, 11¾c; compound, 9 to 10c.

UNITED STATES MARKETS.

Minneapolis, June 24.—Close:—Wheat—July, 75¼c; September, 69⅝c to 69½c; on track, No. 1 hard, 78c; No. 1 Northern, 78c; No. 2 Northern 75¾c; No. 3 Northern, 73¼c. Flour—First patents, $3.90 to $4; second do., $3.60 to $3.70; first clears, $2.75; second do., $2.20.

Buffalo, June 24.—Flour—Steady. Wheat—Spring strong; No. 1 Northern carloads in store, 77½c; winter weak; No. 2 red, 84c asked. Corn—Dull and weak; No. 2 yellow, 67½c; No. 3 do, 67c; No. 2 corn, 66¼c; No. 3 do., 66c. Oats—Lower; No. 2 white, 50½c; No. 3 do., 50c; No. 2 mixed, 47½c; No. 3 do., 47c. Rye No. 1 in store offered at 61c. Canal freights—Steady.

Detroit, June 24.—Closed—Wheat—No. 1 white cash, 83c; No. 2 red, cash and May, 80c; July, 75¼c; September, 74¾c.

Milwaukee, June 24. — Wheat—Steady, No. 1 Northern, 77 to 77½c; No. 2 Northern, 76½c; July, 72⅝c. Rye—Steady; No. 1, 58 to 58½c. Barley—Steady; No. 2, 71 to 71½c; sample, 63 to 70c. Corn—July, 65c.

Duluth, June 24.—Close—Wheat—Cash, No. 1 hard, 76⅝c; No. 1 Northern, 74½c; No. 2 Northern, 72⅞c; July, 74⅛c; September, 70⅞c; Manitoba No. 1 Northern cash, 74⅛c No 2 Northern, 72⅝c. Oats—September, 29¾c.

Toledo, June 24.—Wheat—Dull, steady; cash, 79⅝c; June, 79¾c; July, 74⅝c; September, 74¼. Corn—Fairly active, easier; cash, 62½c; July, 62½c; September, 58⅞c. Oats—Dull, easier; cash, 44c; July, 36¼c; new, 39½c; September, 29c; new, 31¼c. Cloverseed—Dull, steady cash, $5.02½; October, $5.07½.

LIVE STOCK MARKETS.

Toronto, June 24.—At the Western cattle yards we had a light run of stuff; all sold; only 58 carloads of live stock came in, comprising 1,000 cattle, 800 sheep and lambs, 1,000 hogs, 132 calves, and two dozen milch cows. In cattle there was practically no change; prices continue high for good stuff, but poor grass-fed cattle are weak, and there was an over-supply of this latter kind here to-day.

For good to choice export cattle the price was from $6 to $6.65, and occasionally $6.75 per cwt; medium are worth from $4.75 to $5.50 per cwt. Trade was brisk in good shipping cattle to-day, and everything sold. Good to choice butcher cattle sold well at from 4¾ to 5¼c per pound, but the presence here of a lot of grass-fed stuff weakened prices in all but the first-class lines. Feeders and stockers were steady and unchanged at from $3.75 to $4.75 per cwt. Good stockers are wanted. Milch cows are worth from $30 to $50 each. To-day sheep were off from 10 to 15c per cwt. Lambs are steady and unchanged. For bucks the price paid to-day was from 3 to 3¼c per pound. Calves are worth from $2 to $8 each. Prices were weak for calves this morning, but a few choice veals are in demand.

There was no change in hogs to-day; the market is steady.

The top price of choice hogs is $6.87½ per cwt.; light and fat hogs are $6.62½ per cwt.

Hogs to fetch the top price must be of prime quality, and scale not below 160 nor above 200 pounds.

Following is the range of quotations:—

Cattle.		
Shippers, per cwt...	$5.50	$6.75
do, light...	4.75	5.50
Butcher, choice...	4.75	5.50
Butcher, ordinary to good.....	3.75	4.40
Stockers, per cwt...	3.00	4.00
Sheep and Lambs.		
Choice ewes, per cwt ...	3.75	4.00
Spring lambs, each... ...	2.00	4.50
Bucks, per cwt...	3.00	3.25
Milkers and Calves.		
Cows, each...	25.00	50.00
Calves, each...	2.00	10.00
Hogs.		
Choice hogs, per cwt.....	6.75	6.87½
Light hogs, per cwt... .	6.50	6.62½
Heavy hogs, per cwt....	6.50	6.62½
Sows, per cwt...	3.50	4.00
Stags, per cwt...	0.00	2.00

GRANT TO KITCHENER.

British Commons Adopt It by a Vote of 227 to 48.

A London despatch says:—The House of Commons, by a vote of 227 to 48, has adopted the vote of £50,000 to Gen. Lord Kitchener, for his services in South Africa. William Redmond, the Nationalist leader, led the opposition to the appropriation. He repeated his charge that Gen. Kitchener was personally responsible for the deaths of ten thousand children in the concentration camps, a statement which previously roused a violent scene in the House. On Wednesday night the Conservatives listened to the charge in silence.

J. G. MacNeil, Irish Nationalist, and James Keir Hardie, a labor member, also opposed the grant.

The Government's supporters remained silent, but when the time was deemed opportune, closure was proposed, thus shutting off further discussion, and the grant was adopted.

SAVED THREE LIVES.

Proud Record of a Seventeen-Year-Old Boy.

A Toronto despatch says: A record of saving three lives last week belongs to Sage Snider, of 39 Robinson street, who is in charge of R. Maw's boathouse at the Humber. On Thursday a seven-year-old lad stepped off the rack at Nurse's at the Humber. His companion ran screaming for help, and Snider, whose boathouse is near by, rushed up, seized the child with a branch after he had sunk once, and dragged him ashore. On Friday a canoe capsized up the Humber, north of Maw's boathouse. The two occupants clung desperately to the upturned craft. Snider heard their cries, put out to their assistance in a rowboat, and brought them safely ashore. The young life-saver is 17 years old. He has four lives to his credit altogether, but has not yet learned to swim.

CONTROL OF THE PACIFIC.

Premier Seddon Says the Americans Must Be Watched.

A London despatch says: The principal speaker at the dinner Tuesday night of the New Zealanders in London was R. J. Seddon, Prime Minister of that colony. He declared that there was no fear of Great Britain offending foreign nations if she made reciprocal trade arrangements with her colonies. He warned England that she must face the prediction of Mr. Shaw, the American Secretary of the Treasury, that the United States would wrest the mastery of the Pacific from the British. This was a great danger. Mr. Seddon declared that the inhabitants of New Zealand would sooner wear cotton prints from England than American. The imports of New Zealand from America last year amounted to $5,000,000. The imports had increased five times since 1896. There was not a colony that would not give preference to the manufactures of England and a rebate to goods carried on British ships.