WARSHIPS BOMBARD FORT.

Prompt Reprisal for Outrage to Union Jack Followed the Act.

A Puerto Cabello, Venezuela, despatch says: The British cruiser Charybdis and the German cruiser Vineta bombarded the fortress here at 5 o'clock on Saturday afternoon. The fire was returned, but after a bombardment of 45 minutes the Venezuelan guns were silenced. The fortress is composed of Forts Solano and the Castle Libertador. After the firing ceased the Charybdis sent marines. to occupy the castle. The fortress was almost demolished. It is probable that only a few persons were injured by the shelling. The commander of Castle Libertador has been taken prisoner. The cruisers are still here.

At 7 o'clock Sunday morning the Charybdis and the Vineta arrived here searching for Venezuelan gunboats. The two cruisers sent their boats into the inner port, but finding no gunboats, the boats returned. The captain of the British merchant steamer Topaze, which was seized by the mob here last Wednesday, then visited the commodore on board the Charybdis, and lodged a protest against the violation of his ship. The British captain returned an hour later with a detachment of fifty marines, who took charge of the Topaze. The populace were greatly excited at this incident, and raised the cry, "To arms!" but there was no disorder.

OUTRAGE TO BRITISH FLAG.

The British commodore then sent a message to the authorities at Puerto Cabello demanding immediate satisfaction for the action of the mob in having hauled down the British flag from the Topaze, saying if this satisfaction was not forthcoming in two hours, at 5 o'clock, the fortress and the Customs house would be bombarded. On the receipt of this demand the authorities sent a message to President Castro asking for instructions.

A committee of merchants of Puerto Cabello then approached the American Consul here, petitioning him to intervene. The Consul accepted this mission, and visited the cruisers, but he could obtain no alteration in the decision of the allies.

At a quarter before 5 a reply was received from President Castro, who authorized the chief official here to give the British commodore ample satisfaction. Before this answer could be communicated to the American Consul the hour stipulated for its receipt had arrived. The cruisers immediately opened fire on the fortress. The fire was returned from Fort Solano and Castle Libertador. While the fire continued there was intense excitement in this port. Every house in town was closed.

The people of Puerto Cabello cannot account for this precipitate action on the part of the allies, which they consider to be proof that Great Britain and Germany intend forcing war upon Venezuela.

The British marines purpose to make use of the cannon in Castle Libertador.

No damage was done to the town.

QUEEN TO DINE WIDOWS.

Her Majesty Prepares Christmas Treat for Them.

A London despatch says :—It is learned that Queen Alexandra intends to mark her sympathy for the sufferers in the recent South African War by giving a Christmas dinner to all the widows and children now in London of those who fell in the war. The dinner will be given on December 27th at the Alexandra Trust Restaurant, of which the Queen is president, and which was founded in March, 1900, by Sir Thomas Lipton, for the benefit of the poor. Sir Thomas Lipton has charge of all the arrangements for the dinner. In the proclamation announcing her intention, Queen Alexandra will invite all the widows and children of the soldiers and sailors belonging to the Imperial and colonial forces who lost their lives in South Africa or died from the effects of the campaign. She adds :—"Her Majesty desires in the coronation year to express her heartfelt sympathy with those who have suffered the cruel bereavement of war, and to wish that happiness and comfort may, with God's blessing, be theirs in the coming year." Her Majesty will defray all the traveling expenses of her guests.

ONTARIO SHIPYARD.

J. J. Hill and Canadian Pacific Back of Enterprise.

A Chicago despatch says: James J. Hill, president of the Great Northern Railway, arrived in the city on Friday night, and with him came the semi-official announcement of ambitious plans contemplated by the Great Northern system, not the least being the construction of a large fleet of modern vessels for the lake carrying trade. This move is contemplated, it is stated, for the purpose of putting the Northern Pacific on a parity with the Lehigh, the Great Northern, and other systems in lake transportation. Traffic east and west between the big centers is tending more and more toward part rail and a part lake service, and accordingly the railroad systems of the Northwest in the future must be able to compete on water as well as on land if they expect to keep their earnings. It is stated that the company may also decide to construct a number of passenger boats plying from Detroit and Toronto, having secured an interest in the business of the Bertrams, shipbuilders, of Toronto. The latter, it is further said, will construct a $1,000,000 plant, completely equipped at Sandwich, across the river from Detroit. The primary object of this plant will be to build boats for the Canadian Pacific, but it is also the purpose of the new company to enter the field for general contracts for building and repair work. Nearly all the repair work for Canadian vessels is now done in American shops.

TRAINING FOR FARMERS.

Half a Dozen Agricultural Colleges Needed in Ontario.

A Toronto despatch says: Mr. C. C. James, Deputy Minister of Agriculture, in commenting on the speech of Dr. Mills, President of the Ontario Agricultural College, Guelph, delivered at the banquet of the Midwinter Fair Board, contended that, with 175,000 farmers in Ontario, there was need of half a dozen more Agricultural Colleges, such as the one in Guelph, which is doing such splendid work. Of course the expense involved in such an undertaking made it impracticable, but he would favor utilizing some of the High Schools throughout the country as training schools for those who wish to devote their lives to agricultural pursuits. This was along the same line as Hon. Richard Harcourt's suggestion of turning the Technical School into a non-classical high school. The trend of the age was towards specializing in education as in other things.

NEW LINES IN THE WEST.

C. P. R. Pursuing an Active Policy Says Engineer.

A Montreal despatch says: Mr. McHenry, the chief engineer of the C. P. R., has returned from a trip which has included the western boundary of Manitoba. In regard to the new lines which had been planned, and upon which a certain amount of work had already been done, he said that the C. P. R. was carrying out a vigorous policy in the west, and that a considerable amount of work and a large outlay would be immediately in order. The lines which are being projected west of Winnipeg will cost, all told, in the neighborhood of $10,000,000.

There had already been a certain number of branch lines built in the Northwest, but Manitoba needed, and was receiving, earnest attention at the hands of the company.

MRS. U. S. GRANT DEAD.

Widow of Famous United States General Passes Away.

A Washington despatch says :—Mrs. Ulysses S. Grant, widow of former President Grant, died at her residence in this city at 11.17 o'clock on Sunday night. Death was due to heart failure, Mrs. Grant having suffered for some years from valvular disease of the heart, which was aggravated by a severe attack of bronchitis. Her age prevented her from rallying from the attacks. Her daughter, Nellie Grant Sartoris, was the only one of her children with her at the hour of her death, her three sons, who had been summoned here, all being out of the city.

BELLS AT CROSSINGS.

This Method of Protection Would Prevent Accidents.

A Toronto despatch says: City Engineer Rust thinks something could and should be done to end the appalling list of level crossing fatalities. He did not favor the proposal to provide automatic gates at crossings, as he wasn't sure they would be practicable. "There is no reason," said he, "why level crossings should not be provided with alarm bells, which would ring automatically at the approach of a train. This method of warning has already been tried successfully at crossings in cities and it would work at country crossings just as well."

ASKS FOR ARBITRATION.

Makes Request Through United States Minister.

A Washington despatch says: A cablegram received at the State Department on Friday from Minister Bowen, at Caracas, states that the Venezuela Government has requested him to propose to Great Britain and Germany that the difficulties arising out of the claims for alleged damages and injuries to British and German subjects, during the Civil War, be submitted to arbitration. The offer was referred to the British and German Embassies, and by them transmitted to their respective Governments.

FLOOD OF CHARITY.

British Purse Strings Loosened in Aid of Poor.

A London despatch says: Christmastide in Great Britain promises to resolve itself into a struggle to avert the death of thousands of people from cold and hunger. Charity is pouring out money like water, and the collection of further funds is proceeding. The Charity Organization Society alone will distribute $1,000,000 within the next few weeks. The Salvation Army has thrown open its shelters free of charge, and is nightly feeding the multitude at a price far below cost.

Both the Established and Non-Conformist Churches are drafting parishioners for the service of relief. Boards of Guardians and Borough Councils are pushing public works in order to give employment to the needy. Idle, noble, and aristocratic women are organizing committees to collect funds and are planning bazaars on a large scale. The Bishop of London states that the prevailing demonstration of charitable feeling is almost unprecedented in his long experience. He hopes that much may be accomplished to mitigate the mass of misery and darkness in so many sections in the metropolis.

On Monday a conference will take place between the Independent Labor party and Borough Councils and guardians and other representative men and women to devise means for arousing public opinion as to the necessity for initiating practical measures for the reduction of the unemployed in the country.

WANTS SALOONS CLOSED.

Russians Say Monopoly Has Increased Drunkenness.

A St. Petersburg despatch says: Many provincial authorities are petitioning M. S. J. Witte, Minister of Finance, to close the State saloons. They assert that the Government vodka monopoly has resulted in the secret sale of spirits everywhere, and in a large increase of drunkenness. "Formerly," says a petitioner, "intoxication was seen only in saloons. Now the streets and public places are frequented by drunkards. This sad condition of affairs is directly due to the prohibition of the consumption of liquor where it has been bought." Further, the monopoly has been abolished on the ground that it is taking a lucrative source of revenue from the schools and giving it to the State, which is expected to dismiss the petition without much delay. The vodka monopoly increases the Imperial revenues. The annual income from alcohol was 280,000,000 rubles ($144,200,000) in 1897; last year it amounted to 316,000,000 rubles ($162,740,000).

KENSIT'S SLAYER.

Acquitted of Charge Amid Tumultuous Scenes.

A London despatch says: The trial of John McKeever, who was charged with killing John Kensit, the anti-Ritualistic leader, at Birkenhead, ended on Thursday in an acquittal of the accused. When the verdict was announced there was a scene of tumultuous exultation in the court. McKeever danced in the dock, and was so excited with joy that warders had to hold him while the judge formally discharged him. The people present cheered vociferously and waved their hats. When McKeever appeared outside the courtroom the crowd that had assembled hoisted him on their shoulders and paraded triumphantly with him. Kensit was struck on the head with a chisel during a riot arising out of his anti-Ritualistic campaign, and died from his injuries.

LANDMARK DESTROYED.

House Built by Fur Traders Over 100 Years Ago.

A Sault Ste. Marie, Ont., despatch says: The residence of ex-Indian Agent William Van Abbott, with entire contents, was burned on Thursday morning about 4 o'clock. This removes one of the old landmarks and the oldest frame building in town, it having been built in part upwards of one hundred years ago by parties engaged in fur traffic, and opponents to the Hudson's Bay Company, who also had a post here. The inmates of the burned building barely escaped with their lives. The policeman who forced the door found Mr. Van Abbott in his bed unconscious, but managed to bring him outside.

PASSENGERS IN BOND.

Regulations Laid Down Will Now Be Enforced.

An Ottawa despatch says: There are certain regulations which are laid down to govern the transit in bond through Canada of baggage of railway passengers. These regulations have not, it is learned, been strictly enforced of late, and as a consequence the authorities of the Customs Department have been in conference with the railway officials as to the best means of securing better observance for the future. It is understood that means have been suggested and that these regulations will be fully enforced from this out.

THE MARKETS

Prices of Grain, Cattle, etc in Trade Centres.

BREADSTUFFS.

Toronto, Dec. 16. — Wheat — Is steady to firmer at 68½c to 69c for No. 2 red and white east, and 68½c middle freights. Goose is steady at 65c for No. 2 east. Spring is steady at 66c for No. 1 east. Manitoba is firmer at 87c asked for No. 1 hard, and 85c for No. 1 northern grinding in transit, and 2c less all rail North Bay.

Flour — Is firmer at $2.70 bid for cars of 90 per cent. patents in buyers' bags east or middle freights. Choice brands are held 15c to 20c higher. Manitoba flour is steady at $4.20 for cars of Hungarian patents and $3.90 for strong bakers', bags included, on the track Toronto.

Millfeed — Is steady at $16 for cars of shorts and $14 for bran in bulk east or middle freights. Manitoba millfeed is steady at $19.50 for cars of shorts and $17.50 for bran, sacks included, Toronto freights.

Barley — Is steady at 45c for No. 3 extra and 42c for No. 3 east or middle freights.

Buckwheat — Is steady; No. 2 is quoted at 51c bid east, and at 50c high freights west.

Rye — Is steady at 50c east, and at 49½c middle freights.

Corn — Is steady at 46c for Canada new yellow and at 58c for old Canada yellow west. American is firmer at 55c for new No. 3 yellow and 65c for old No. 3 yellow on the track Toronto.

Oats — Are steady at 31c to 31½c for No. 1 white east, 30c for No. 2 white high freights, and at 30½c middle freights.

Oatmeal — Is steady at $4.10 for cars of bags, $4.25 for barrels on the track Toronto and 25c more for broken lots.

Peas — Are steady; choice No. 2 milling are quoted at 74½c east and at 74c middle freights.

COUNTRY PRODUCE.

Butter — There is a scarcity of choice dairy in tubs and rolls, and prices for these are firm. The supply of medium grades is large enough, and there is an abundance of common stuff, chiefly in tubs. Creamery is firm, with a keen demand. Quotations for all sorts are unchanged.

Creamery prints	23c to 24c
do solids, new	22c to 23c
do do old	20c to 21c
Dairy tubs and pails,	
choice	16c to 18c
do medium	14c to 15c
do common	12c to 12½c
do pound rolls	17c to 19c
do large rolls	16c to 17c

Cheese — The market is steady, with a good demand. Prices are unchanged; jobbers quote large at 12¾c to 13c and twins at 13c to 13¼c.

Eggs — There is a steady demand for strictly fresh-gathered, and they all sell readily at 19 to 20c. Seconds are unchanged at 14c to 15c, and splits continue slow at 12c to 14c. Limed are selling at 18c.

Potatoes — The higher prices of the past day or two are due entirely to the change in the weather, necessitating better care in the transportation of the supplies. Car lots on track here are quoted at 85c to 90c per bag, and potatoes out of store at $1 to $1.10.

Poultry — The market is well cleaned up, and some lines, particularly the choice birds, are scarce. Turkeys are quoted at 9½c to 10½c per pound, and good ones bring more. Chickens are firmer at 35c to 45c for old birds and 40c to 60c for young. Geese are in light supply at 7c to 7½c, with 8c asked and paid for good samples. Ducks are firmer and higher at 65c to 90c per pair.

Baled Hay — Market has an easy tone, but prices are no lower. Car lots of No. 1 timothy on track here are quoted at $9 to $9.50 per ton.

Baled Straw — Market quiet, with prices steady. Car lots on track here are quoted at $5 to $5.50 per ton.

BUFFALO GRAIN MARKETS.

Buffalo, Dec. 16. —Flour steady. Wheat — Spring dull; No. 1 hard spot, 83½c; winter firm; No. 2 red, 79c. Corn — Steady; No. 3 yellow, 58c; No. 3 corn, 55c. Oats — Offerings light; No. 3 white, 36½c; No. 2 mixed, 34½c. Barley — 48c to 63c. Rye — No. 1 in store, 56½c asked.

EUROPEAN GRAIN MARKETS.

London, Dec. 16. — Mark Lane Miller Market — Wheat, foreign firm at an advance of 3d; English firm. Corn — American, irregular, and Danubian steady. Flour—American, firm and rather dearer and English firm.

Paris, Dec. 16. —Close — Wheat, steady at 21f 20c for December and 21f 60c for May and August. Flour —Steady at 28f 20c for December and 28f 55c for May and August.

Antwerp, Dec. 16. — No. 2 red winter, 15⅞f.

LIVE STOCK MARKETS.

Toronto, Dec. 16. — The receipts at the Western cattle market this morning were 86 carloads of live stock. There was a fairly good demand to-day; a small amount of Christmas cattle came in, and sold as high as 5½c per pound. A few export cattle changed hands at around 5c per pound; butcher cattle was steady and unchanged; sheep are not wanted; lambs are firm, and hogs unchanged.

There is practically no export trade at this market at present; and what would, in ordinary circumstances, be shipping cattle, is bought for the local trade. For all the best butcher cattle there was a good demand. Good to choice cattle sold at from 3¾ to 4¼c per pound, with selections as high as 4½c per pound. Medium cattle was steady at from 3¼ to 3⅝c per pound; common stuff was unchanged. Bulls, feeders, and stockers are not quotably altered in price. Good milch cows are wanted, and the right kind will realize up to $60 each. A few good veal calves are in steady demand, at from 4½ to 5c per pound, or up to ten dollars each for choice veals.

Sheep are quoted at 3c to a shade more, but they are really not wanted at all. Lambs were ten cents better to-day, going as high as 4¼c per pound.

Hogs are unchanged and steady. The top price for choice hogs is $6 per cwt; and light and fat hogs are quoted at $5.75 per cwt. Hogs to fetch the top price must be of prime quality, and scale not below 160 nor above 200 lbs.

Following is the range of prices for live stock at the Toronto cattle yards to-day:

Cattle.		
Export cattle	$4.50	$5.12½
Do., light	4.00	4.50
Butcher cattle, choice..	3.75	4.25
Do., ordinary to good	3.00	3.50
Stockers, per cwt	2.50	3.25
Sheep and Lambs.		
Export ewes, per cwt	Nominal.	
Lambs, per cwt	3.75	4.25
Bucks, per cwt	2.50	2.75
Culled sheep, each	2.00	3.50
Milkers and Calves.		
Cows. each	35.00	60.00
Calves, each	2.00	10.00
Hogs.		
Choice hogs, per cwt ...	5.75	6.00
Light hogs, per cwt ...	5.50	5.75
Heavy hogs, per cwt...	5.50	5.75
Sows, per cwt	3.75	4.00
Stags, per cwt	2.00	2.50

HOW WE ARE DYING.

Ontario's Rate of Mortality Lowest in the World.

A Toronto despatch says: Mortality tables are not usually cheerful or fascinating subjects, but when Dr. Bryce, registrar-general of Ontario, begins to speculate with them they become not only hopeful but even fascinating. The following table shows how many people died in Ontario in the past five years, since 1897, when the new Act came into force which has made the returns practically complete: 1897, 27,633; 1898, 26,370; 1899, 28,607; 1900, 29,494; 1901, 29,606. The rate per thousand in 1901 was 13.6, which is one of the lowest, if not the very lowest death rate in the world. Scotland, which is a healthy country, had an average death rate of 18.5 in the thousand for the past 10 years.

A closer examination of these figures goes still further to prove the healthful character of Ontario's climate. In 1900 3,800 people died over 70 years of age, and 3,099 over 80 years of age. That is about 23 per cent. of the deaths were those of persons over 70 years of age. Nearly 25 per cent., or 7,163, of the deaths were of children under one year. The deaths of those under one year old, that is, infants, and of persons over 55 years of age, form 60 per cent. of the total deaths; so that the death rate in that great part of the population between infancy and 55 years, or 1,919,000 people in Ontario, is only six in the thousand. This is a death rate for the working period of life lower than that of any other country in the world, and shows that after all Ontario is about as good a place to live in as can be found.

IMPORTATION OF HIDES.

The Regulation Changed Regarding Them.

An Ottawa despatch says: The Government has decided to amend the regulation prohibiting the entry of hides from the United States, so as to permit the importation of hides and skins, provided they do not originate in any of the six New England States, and are accompanied by a certificate showing that they did not originate in the infected districts.

MANY FROZEN TO DEATH.

Cold Weather and Hard Times in Germany.

A Berlin despatch says: The extremely cold weather prevailing in Germany, in connection with the hard times, is causing much suffering. Many persons have been frozen to death in the western industrial provinces and also in the northeastern provinces.

GOOD YEAR FOR I.C.R.

Receipts for Past Five Months Show $320,000 Increase.

An Ottawa despatch says: For the five months ending November 30, the Intercolonial Railway receipts show an increase of $320,000 over the same time last year. The year has been an exceedingly good one, and the embargo on the shipment of Canadian cattle by the Canadian Pacific through Maine to St. John will add to the receipts of the Intercolonial for the next few months.