BRITISH CRUISER RAMMED

Gladiator Sent to the Bottom By the Ocean Liner S. Paul.

A despatch from Portsmouth, England, says: The American Line steamship St. Paul, which left Southampton on her regular voyage bound for New York on Saturday afternoon in a dense snowstorm, rammed and destroyed the British second-class cruised Gladiator off the Isle of Wight. According to the statement issued by the Admiral commanding the Portsmouth station, three bodies have been recovered, those of Cowdry, first waiter, and Widgery and Scberres, stewards. Two seamen were injured and have since died in the Golden Hill Hospital. Six injured are in the hospital. Lieutenant Wm. P. Graves, five petty officers and fifteen seamen and stokers are missing. Nobody on the St. Paul was killed or injured.

COLLIDED IN SNOWSTORM.

The St. Paul left Southampton at 12.30 o'clock. She was an hour behind her usual time for sailing, the delay being due to the belated arrival of the passenger train, which was blocked by snowdrifts on the trip from London. The weather was comparatively clear in Southampton waters, but immediately the St. Paul turned into Solent, which runs parallel to the Isle of Wight, she encountered a terrific snow blizzard.

Capt. Passow and his chief officer with the American Line's regular pilot, were on the bridge, and a lookout man was posted in the bows. Suddenly a ship appeared immediately in front of them: It was the Gladiator at anchor. Orders were given on the instant for full speed astern, in an endeavor to clear the cruiser, but it was too late.

RAMMED AMIDSHIPS.

The St. Paul's sharp stem rammed the anchored vessel amidships. The liner quivered and reeled, and the passengers rushed on deck in great alarm, the women on the verge of a panic The officers and crew acted with the greatest coolness, and allayed the terror with as fine a display of discipline as though she were the best-disciplined man of war. Five lifeboats were lowered to rescue the crew of the Gladiator, which had begun to sink almost at once

FORMED IN LINE ON DECK.

The men of the cruiser gave a magnificent demonstration of discipline. At the captain's command they formed in line on the deck and stood in ranks while the cruiser settled down. In obedience to orders, successive batches marched to the gangways and entered the St. Paul's and the cruiser's boats, until practically the whole crew, which numbered 450 men, had been taken off and landed on the Isle of Wight.

Captain Walter Lumsden, true to naval traditions, was the last to leave his ship. Only a few men then were missing, and it was thought that most of them had been saved by a boat which had put out from Yarmouth.

The Gladiator soon settled down, sinking in about twenty minutes. The St Paul returned to Southampton and her passengers were put ashore, seeking accommodation at the various hotels.

ST. PAUL BADLY DAMAGED.

The St. Paul was more seriously damaged than at first supposed. She shipped a great quantity of water through her broken plates, and from the moment she backed away from the wrecked cruiser until she reached her wharf at Southampton all her pumps were kept going to their full capacity. The damaged bows of the St. Paul indicate that she forced her nose at least twenty feet through the cruiser's side, but fortunately the greatest damage she received was above the waterline. The bow post was buckled, while the plates on both the port and starboard bows were crushed in and gaping cracks extend along the side.

DEATH IN TORNADO'S WAKE

Terrific Cyclones Rage Over the Southern States.

A despatch from Atlanta, Georgia, says: A wind of cyclonic proportions swept over portions of Louisana, Mississippi and Alabama late on Friday, leaving a trail of dead and injured. The number of killed is estimated at close to 100, and the number of injured at over 100, with many portions of the afflicted districts to hear from. Most of the dead are negroes. Perhaps a dozen white persons were caught in falling buildings and either fatally injured or seriously disabled.

In Louisiana it is estimated that a score of small towns were destroyed or partly wrecked. They include Amite City, Arcadia and Independence. Belle Grove, Melton, Lorman, Pineridge, Quitman Landing, Fairchilds Creek, Purvis and Lumberton, Miss., are reported seriously damaged by the storm. 45 persons are reported killed at Amite.

In Alabama, Dora was the chief sufferer. Fifty persons at the lowest estimate were injured. Cars were blown from the railroad tracks and considerable other property destroyed.

Reports also say that the storm struck Albertville, Ala., late Friday afternoon, and destroyed the entire northern portion of the town. An unconfirmed report from this section gives the death list as from 30 to 35, with scores of persons injured.

From Meridan, Miss., comes a report that a woman and her child were killed outright, while a number of other persons were hurt.

Richland and Lamourie, La., were struck by the storm and nearly a fifth of their population injured.

Winchester, Miss., a small town, is reported wiped out, though only two other persons are known to have been killed.

Natchez, Miss., reports sixty are known to be dead in the northern Louisana storm.

Mobile reported nine dead in Hattiesburg, Miss., but this has not been confirmed.

PUBLIC OWNERSHIP PAYS

Annual Report of the Ontario Railway and Municipal Board.

A despatch from Toronto says: That municipal ownership pays is one of the things the second annual report of the Ontario Railway Board shows. It paid in 1906 with a profit of over half a million.

Important figures are given respecting public utilities in the province. The total investment is $21,824,564.88, divided as follows:—Waterworks, $19,085,116; Electric Light & Power, $1,716,667; Gas Works, $916,735; Telephones, $106,044.

Debenture and other debts are: Waterworks, $12,502,301; Electric, $1,013,816; Gas, $737,948; Telephones, $100,858.

For the past year the returns were as follows: Waterworks, gross income, $1,626,984; net, $431,013; Electric, gross, $454,644; net, $67,152; Gas, gross, $188,750, net, $40,901; Telephone, gross, $26,797, net, $6,109.

Thus during the past year the public utilities yielded to the municipalities owning them the neat little profit of $545,176, after paying all charges and giving service on a cost basis.

32 PERSONS KILLED.

During the year 32 persons were killed and 320 injured on the railways under the jurisdiction of the Board Of the killed seven were passengers; seven employes; 17 travellers on the highways; one trespasser; none on level crossings. Of the injured 181 were passengers, 38 employes.

The Electric railway business increased all along the line during the year. The mileage increased from 405 to 436; passengers carried from 111,316,577 to 125,417,057; gross earnings from $5,080,028 to $5,698,456, the net earnings from $2,107,463 to $2,344,098.

The report also deals with the question of jurisdiction and re-affirms its position as set forward in the letter of Chairman Leitch to Premier Whitney a short time ago.

The facts respecting Toronto's complaints against the Street Railway are also reviewed at some length.

LEADING MARKETS

BREADSTUFFS.

Toronto, April 28.—Manitoba Wheat—For immediate delivery, No. 1 northern, $1.17, Georgian Bay ports; feed wheat, 69c; No 2 feed, 63c at North Bay. For May delivery, No. 1 northern, $1.15; No. 2 northern, $1.11; No. 3 northern, $1.06.

Ontario Wheat—No. 2 white, 90½c to 91½c at point of shipment; No. 2 red, 90c; No. 2 mixed, 88½c; goose, 87c to 88c

Corn—No. 2 yellow American, 74c; No. 3 yellow, 72½c Toronto freight; No. 3 mixed, 1c less.

Barley—Very dull; No. 2, 52c to 55c.

Peas—No. 2, 89c to 90c, outside.

Rye—Strong; No. 2, 86c to 87c.

Buckwheat—No. 2, 64¼c to 65c.

Oats.—No. 2 white, 45½c outside, 47½c on track Toronto; No. 2 mixed, 43c.

Flour — Manitoba patents, special brands, $6; seconds, $5.40; strong bakers', $5.30; winter wheat patents, $3.35.

Bran—Full cars, $24.50 to $25, Toronto freights

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Shorts—Scarce, $24 f.o.b. mills.

COUNTRY PRODUCE.

Eggs—New-laid, 16c to 17c.

Butter—Is becoming more plentiful, and the market is easier.

Creamery prints	30c to 32c
do solids	29c to 30c
Dairy prints	25c to 26c
do large rolls	24c to 25c
do solids	23c to 24c
Inferior	20c to 21c

Potatoes—Ontario, 85c to 90c; Delaware, 95c to $1, in car lots on track here.

Beans—Firm; $1.70 to $1.75 for primes and $1.80 to $1.85 for hand-picked.

Honey—Strained steady at 11c to 12c per pound for 60-pound pails and 12c to 13c for 5 to 10-pound pails. Combs at $1.75 to $2.50 per dozen.

Cheese—14c for large and 14½c for twins, in job lots here; new-make, 13c for large and 13¼c for twins.

Maple Syrup—$1 to $1.10 per gallon.

Baled Straw—$8 to $9 per ton.

Baled Hay—Timothy is quoted at $15 to $15.50 in car lots on tracks here.

PROVISIONS.

Pork—Short cut, $21 to $21.50 per barrel; mess, $17.50 to $18.

Lard—Tierces, 11½c; tubs, 11¾c; pails, 12c.

Smoked and Dry Salted Meats—Long clear bacon, 10c to 10½c, tons and cases, hams, medium and light, 12c to 13c, hams, large, 11½c to 12c; backs, 16c to 16½c; shoulders, 9¾c to 10c; rolls, 10c to 10½c; breakfast bacon, 14c to 15c; green meats out of pickle, 1c less than smoked.

SEEDS.

Following are the prices paid at outside points:—Alsike, No. 1, $12 for fancy lots; No. 2, $10; No. 3, $8.50 to $9. Samples mixed with timothy, trefoil or weeds, according to quality.

Red Clover—Firmer; No. 1 cleaned, $12.50 to $13, and a little higher for extra fancy lots; No. 2, $11 to $11.25; ordinary lots, mixed with weeds, according to quality.

MONTREAL MARKETS.

Montreal, April 28.—A steady volume of trade is passing in flour. Choice spring wheat patents, $6.10; second, $5.50; winter wheat patents, $5.50; straight rollers, $5 to $5.25; do., in bags, $2.35 to $2.50; extras, $1.80 to $1.90.

Feeds, etc—Manitoba bran, $22 to $23; shorts, $23 to $24; Ontario grain shorts, $22 to $22.50; middlings, $24 to $25; shorts, $25 to $27 per ton, including bags, and pure grain mouille at $32 to $34.

Cereals—Rolled oats, $3.12½ per bag; cornmeal, $1.67½ to $1.75 per bag.

Eggs—A good demand prevails for eggs on the local market. Receipts are hardly keeping pace with the consumption, and prices are therefore firm, without change. Fresh eggs are to-day selling at 16½c per dozen in jobbing lots, and at 17c to 18c in single cases.

Cheese—Colored quoted at 12¾c to 13c, and old white at 12⅝c to 12½c. Receipts to-day were 74 boxes.

Provisions—Barrels short cut mess, $21; half barrels do., $10.75; clear fat backs, $22 to $23; long cut heavy mess, $20; half barrels do., $10.50; dry salt long clear backs, 10½c; barrels plate beef, $13.50 to $15; half barrels do., $7.25 to $7.75; barrels heavy mess beef, $10 to $11; half barrels do., $5.50 to $6; compound lard, 8¾c to 9c; pure lard, 11¼c to 11¾c; kettle rendered, 11½c to 12c; hams, 12c to 13½c, according to size; breakfast bacon, 14c to 15c; Windsor bacon, 14½c to 15½c; fresh-killed abattoir-dressed hogs, $9.75 to $10; live, $6.50 to $6.75.

NEW YORK WHEAT MARKET.

New York, April 28.—Wheat — Spot, firm; No. 2 red, $1.03½; elevator; No. 2 red, $1.04½, f.o.b., afloat; No. 1 northern, Duluth, $1.15, f.o.b., afloat; No. 2 hard winter, $1.11¼, f.o.b. afloat.

CATTLE MARKET.

Toronto, April 28.—A few lots of good exporters' cattle were sold around $6 per cwt. The range of choice steers was $5.60 to $6 per cwt. Medium exporters' animals sold around $5.25 to $5.40, and heavy bulls were quoted at $4.25 to $5 per cwt.

Butchers' cattle, choice, in small lots, $5.60 to $5.80 per cwt; choice loads, $5.20 to $5.50; medium, $4.60 to $5; common and medium mixed, $3.50 to $4.50; cows, choice, $4.25 to $4.75; cows, medium, $3.60 to $4; cows, common, $2.50 to $3.50 per cwt. Bulls ranged from $3 to $4.75 per cwt.

A considerable business was transacted in feeders and stockers on fair offerings. Prices were unchanged at $4 to $5 per cwt. for feeders, and $3.25 to $4 for stockers.

Calves were lower in value on large offerings. Their prices ranged from $2 to $5 per cwt.

Export ewes sold at $4.50 to $5; bucks and culls, $3.50 to $4; lambs, grain-fed, $6 to $7 per cwt.

Hogs were unchanged at $6.40 for selects, and $6.15 for lights and fats.

LANDSLIDE BURIES TOWN

Terrible Disaster at Notre Dame de la Saletta, Quebec.

A despatch from Ottawa says: From Notre Dame de la Salette, a little hamlet of French-Canadian farmers on the Lievre River, eighteen miles from Buckingham, Que., comes word of a terrible disaster. At 4.30 on Sunday morning while the villagers were still asleep the clay comprising the top of a high hill of the Laurentian range beneath which the village lay slid down with terrific speed, buried in the twinkling of an eye or swept before it most of the twenty-five houses in Notre Dame de la Salette, killed at least thirty-five persons, and injured many others. So huge was the mass of falling clay that it filled the bed of the Lievre, damming it up and flooding the adjacent land. Much of the loss of life was caused by the ice forced out of the river-bed sweeping away the houses adjacent to it.

The villagers, roused from their slumbers by the roar of the avalanche as it swept down the hillside, at once entered upon the work of rescue, but as the houses overwhelmed stretched over a considerable area, and the location of some of them was in doubt, progress was slow. Messengers were at once despatched for help. There was no telepgraph or telephone system in the village, and it was some time before the news reached Buckingham, but when it did doctors and nurses were rushed to the spot, followed later by some twenty-five coffins in which to bury the dead.

TWO TRAVELLERS WERE VICTIMS

The list of known dead, so far as can be learned, includes Mrs. Camille Desjardins, sen., and five grandchildren; Mrs. Joseph Murray and five children; Mr. A. Murray and a brother-in-law who lived with him; Mrs. D. Desjardins and two boys; Cleophas Des Lauriers, his wife and two children and two English-speaking men, supposed to be commercial travellers who are known to have been in Desjardins' Hotel on Saturday night, are missing.

The only one rescued from the Desjardine establishment was Grace, the eleven-year-old daughter. Mr. Desjardins was in Buckingham at the time, and did not learn of the accident until noon on Sunday. Most of the wrecked buildings are on the side of the river opposite the slide.

Details coming in show that from Mr. Louis Maunsion's general store south to Desjardins Hotel, postoffice and store, half a mile away, only three houses are left. Sixteen buildings were damaged and of these ten were completely demolished.

Insurgents in the Province of Santiago, Argentine, drove the Governor and his Ministers from the State and proclaimed a provisional Government.

LOG CAR RAN AWAY.

Killed Nine Men on the Susquehanna Railroad.

A despatch from Ralston, Pa., says: A work train on the Susquehanna & New York Railroad, near Laquin, Pa., was wrecked on Wednesday morning by a runaway car which dashed into the train after descending a steep grade. Eight lumbermen were killed outright, one died later while being taken to a hospital, and fifteen were seriously injured. The wreck occurred on the Laquin Lumber Company's log road leading up into the mountains, about twenty-six miles from Ralston. The men were riding on the log train, which was being pushed up the steep ascent by the engine. A log car ran away and came down the grade at terrific speed toward the train. An attempt was made to reverse the engine on the log train to avoid the shock of the collision, but the runaway car crashed into the cars before anything could be done The engineer and fireman and those in the train who were near the engine escaped injury.

INSANE, TOOK HIS LIFE.

Farmer Living Near Lindsay Committed Suicide.

A despatch from Lindsay says: Wm Lowrie, a farmer living about ten miles north of here, committed suicide on Thursday night by hanging. He was well-to-do, and no cause can be given for his action other than that he was suffering from temporary insanity. He attempted suicide two weeks ago, but was prevented by his wife.

GIRL'S HEROISM UNAVAILING.

Saved Children From Burning House Only to Lose Them.

A despatch from Battleford, Sask., says: Miss Anna Matthews is the only survivor of a family of five, as a result of prairie fires in the Tramping Lake District. The father went to fight the flames, which were sweeping down on their little home, and perished in the attempt. The house took fire, and Anna Matthews, 18 years of age, with her clothes all ablaze, carried her five-year-old brother and sister to a place of safety, and then returned for her mother, but too late. She fought her way again through the sea of fire only to find that the other children had wandered again into the fire zone and perished.

BATTLE WITH MAHMOUDS.

British Troops Dislodged the Hill Tribesmen.

A despatch from Simla, India, says: In consequence of an attempt made by the Mahmoud tribesmen to cut his lines of communication Sir James Willcocks, the commander of the British force sent out from Pershawur against the raiding natives, attacked the enemy on Friday morning with two columns, comprising all his available troops. After a sharp fight the British troops dislodged the tribesmen from their positions. The British casualties are given at sixty. The losses of the Mahmouds are not known.

REGISTERED MAIL STOLEN.

Thieves' Work at Edmonton—One Bag Recovered.

A despatch from Edmonton, Alta., says: A bag containing registered letters was stolen on the arrival of the Winnipeg train on Thursday. The sacks were loaded on the mail wagon, and on arrival at the post-office, it appears, were overlooked. One contained registered matter for the Calgary and Edmonton Railway, south. A search revealed the Calgary and Edmonton bag beneath some empty sacks near by, but the other was gone. Two or three suspects are under surveillance, and arrests are probable.

The Fornebo, from Sydney, C. B., with coal, was the first sea boat to arrive at Quebec this season.

MANGLED BY WHEEL OF MILL

Two Little Nova Scotia Girls Meet With a Horrible Death.

A despatch from Halifax, N. S., says: The report of a most unusual accident comes from West Lahave Ferry, by which two little daughters of Henry Bernette, aged 9 and 11 years, lost their lives while on their way to gather May flowers. There is a sawmill in the vicinity, and the children were in the habit of taking a short cut under the wheel when the mill was idle, to shorten the distance. On this occasion their father warned them not to go in that direction as the mill was to be set going that afternoon. The children did not heed the warning. Seeing the mill was not running they thought they were safe. When they were half way under the wheel started and wheeled them around, mangling them in a terrible manner. The men noticing the obstruction, stopped the machinery and to their horror found the poor little ones dead, mutilated so badly as to be beyond recognition.