Grain, Cattle and Cheese

Prices of These Products in the Leading Markets are Here Recorded

Breadstuffs.

Toronto, April 29.—Ontario flours, with 90 per cnt. patents, $3.90 to $3.95, Montreal or Toronto freights. Manitoba—First patents, in jute bags, $5.30; second patents, in jute bags, $4.80; strong bakers', in jute bags, $4 60.

Manitoba Wheat—No. 1 Northern, 99c, on track, Bay ports; No. 2 at 96 1-4c; No. 3 at 93 1-2c, Bay ports.

Ontario Wheat—No. 2 white and red what, 95 to 97c, outside, and sprouted, 75 to 88c.

Oats—Ontario oats, 33 to 34c, outside, and at 37c, on track, Toronto. Western Canada oats, 42c for No. 2, and 40c for No. 3, Bay ports. No. 3 C. W. 37 to 37 1-2c at opening of navigation.

Peas—95c to $1, outside.

Barley—Forty-eight-lb. barley of good quality 51 to 53c, outside. Feed, 40 to 50c.

Corn—No. 3 American corn, 62 1-2 to 63c, all-rail, and at 58c c.i.f. Midland.

Rye—Prices are nominal.

Buckwheat—No. 2 at 52 to 53c, outside.

Bran—Manitoba bran, $19, in bags, Toronto freight. Shorts, $21, Toronto.

Country Produce.

Butter—Dairy prints, choice, 26 to 28c; do., tubs, 25 to 26c; inferior, 21 to 22c; creamery, 32 to 33c for rolls, and 30c for solids.

Eggs—Case lots sell at 20c here, and at 16 to 17c outside.

Cheese—14 1-2c for large, and 14 3-4c for twins.

Beans—Hand-picked, $2.40 to $2.50 per bushel; primes, $2 to $2.25, in a jobbing way.

Honey—Extracted, in tins, 12 3-4 to 13c per lb. for No. 1, wholesale; combs, $2.50 to $3 per dozen for No. 1 and $2.40 for No. 2.

Poultry—Chickens, 18 to 20c per lb; fowl, 15 to 16c; turkeys, 20 to 21c. Live poultry, about 2c lower than the above.

Potatoes—Good Ontario stock, 60c per bag, on track, and Delawares at 70c per bag, on track.

Provisions.

Bacon—Long clear, 15 1-4 to 15 1-2c per lb., in case lots. Pork—Short cut, $26 to $27; do., mess, $21.50 to $22. Hams—Medium to light, 18 1-2 to 19c; heavy, 16 1-2 to 17c; rolls, 16c, breakfast bacon, 19 1-2 to 20c; backs, 23 to 24c.

Lard—Tierces, 14 1-4c; tubs, 14 1-2c; pails, 14 3-4c.

Baled Hay and Straw.

Baled Hay—No. 1 at $12 to $12.50, on track, Toronto; No. 2, $10.50 to $11. Mixed hay is quoted at $9.50 to $10.

Baled Straw—$8.50 to $9, on track, Toronto.

Montreal Markets.

Montreal, April 29.—Corn, American No. 2 yellow, 65 1-2 to 66 1-2c. Oats, Canadian Western, No. 2, 43c; Canadian Western, No. 3, 40 1-2c; extra No. 1 feed, 41 1-2c. Barley, Man. feed, 51 to 52c; malting, 70 to 74c. Buckwheat, No. 2, 56 to 58c. Flour, Man. Spring wheat patents, firsts, $5.40; do., seconds, $4.50; do., strong bakers', $4.70; Winter patents, choice, $5.25; straight rollers, $4.85 to $4.90; straight rollers, bags, $2 20 to $2.35. Rolled oats, barrels, $4.35; bags, 90 lbs., $2.05. Bran, $19 to $20. Shorts, $21 to $22. Middlings, $24 to $25. Mouillie, $28 to $34. Hay, No. 2, per ton car lots $13 to $13.50. Cheese, finest westerns, 12 1-2 to 13c; finest easterns, 12 to 12 1-4c. Butter, choicest creamery, 29 to 30c; seconds, 28 to 28 1-2c. Eggs, fresh, 21 to 22c. Potatoes, per bag, car lots, 50 to 65c.

Winnipeg Wheat.

Montreal, April 29.—Cash—Wheat, No. 1 Northern, 92 1-4c; No. 2 Northern, 89 3-4c; No. 3 Northern, 87c; No. 4, 83 3-4c; No. 5, 78c; No. 6, 73c; feed, 63c; No. 1 rejected seeds, 87 1-2c; No. 2 do., 84 1-2c; No. 3 do., 81 1-2c; No. 1 tough, 88c; No. 2 do., 85c; No. 4, 77 1-2c; No. 5, 67c; feed, tough, 57c; No. 1 red Winter, 94 3-4c; No. 2 red Winter, 92c; No. 3 red Winter, 89 1-4c; No. 4 red Winter, 86c. Oats, No. 2 C. W., 35c; No. 3 C. W., 33 1-4c; extra No. 1 feed, 34 1-4c; No. 1 feed, 33 1-4c; No. 2 feed, 31c. Barley, No. 3, 49 3-4c; No. 4, 49c; rejected, 45c; feed, 44c. Flax—No. 1 N. W. C., $1.16 3-4; No. 2 C. W., $1.14 1-4; No. 3 C. W., $1.06.

United States Markets.

Minneapolis, April 29.—Wheat—May, 88 7-8c; July, 91 1-4 to 91 3-8c; September, 91 3-4 to 91 7-8c. Cash—No. 1 hard, 91 7-8c; No. 1 Northern, 90 3-8 to 91 3-8c; No. 2 Northern, 88 3-8 to 89 3-8c. Corn—No. 3 yellow, 55 1-2 to 56c. Oats—No. 3 white, 32 to 32 1-2c. Rye—No. 2, 56 to 58c. Flour unchanged. Bran, $16 to $17.

Duluth, April 29.—Wheat—No. 1 hard, 91 3-4 to 92 1-4c; No. 1 Northern, 90 3-4 to 91 1-4c; No. 2 Northern, 88 to 89 1-4c; No. 1 Northern to arrive, 91 1-4c; May, 90 1-4c asked; July, 92 5-8c; September, 92 1-4c bid. Linseed, $1.32 1-4 to $1.32 1-2; May, $1.32 1-4 bid; July, $1.34 3-4 bid; September, $1.36 1-2 bid; October, $1.35 3-4 asked.

Live Stock Markets.

Montreal, April 29.—Prime beeves, 6 3-4 to 7 1-4; large fat cows, 6 to 6 1-2; medium, 5 to 6 1-2; common, 3 3-4 to 4 3-4; cows, $65 to $75 each, others, $35 to $60 each; calves, 2 1-2 to 6 1-2; sheep, 5 to 6 1-2; spring lambs, $5 to $6.50 each; hogs, 10 3-4 to 11.

Toronto, April 29.—Choice butcher cattle, $6.40 to $6.75; mediums, from $5.75 to $6.25, and common butcher cattle from $4.00 to $5.00 per cwt. Choice butcher cows, $5 25 to $5.75, and commoner stock, $3.50; butcher bulls from $3.50 for poorer rougher stock up to $5.75 for the best qualities. Canners brought $2.00 to $2.50; cutters, from $2.50 to $3.50; milkers and springers, from $40.00 to $70.00; feeders, $5.00 to $5.75; heavy feeding bulls, from $2.75 to $4.25; stockers, from $4.00 to $5.25; and yearlings, from $3 00 to $3.50. The best calves, $8.00 to $9.00; good veal calves at $5.00 to $7.00 and common down to $3.00. Light ewes, $6.00 to $7.25; heavy ewes, $5.00 to $6.00; Spring lambs, $7.00 to $8.50; and lambs from $8.50 to $9.75 for the better grades. On the Hog Market—$9.60 fed and watered, $9 25 f.o.b. and $9.80 to $9.85 weighed off cars.

SEASICKNESS WAS FATAL.

Passenger on Teutonic, Coming Out to Wed, Died in Mid-Atlantic.

A despatch from Montreal says: When the White Star liner Teutonic, from Liverpool, came to her Montreal berth on Sunday morning, Captain James stated that one of his cabin passengers, Miss Sarah Baker, who embarked at Liverpool, with the intention, on arrival here, of going on to Winnipeg, where she was to have married a Mr. Stone of that city, succumbed to heart failure owing to sea sickness on April 21, and was buried at sea the same day. The Teutonic is the first liner carrying passengers to make the port this season.

WOMAN DRINKS CARBOLIC.

Ends Life at Kingston While in Fit of Despondency.

A despatch from Kingston says: The wife of Captain James Crosby died here from drinking carbolic acid while despondent. Her husband was present when she took the fatal dose. He was her second husband. She was formerly Mrs. Blockman, a cook on schooners. She spent considerable time in Toronto prior to coming here. Her husband is now in police custody on a charge of drunkenness.

4,200 FROM SCOTLAND.

Record Number of Emigrants Sail From Glasgow.

A despatch from Glasgow, Scotland, says: More than 2,400 emigrants, a record of departures in one day from the Clyde, sailed on Saturday for the United States and Canada. The Grampian carried 1,700, the Saturnia 1,250, and the California 1,280.

IRON ORE IN LOBO TOWNSHIP

Deposits Said to Assay More Than 50 Per Cent. Pure Metal.

A despatch from Ilderton says: Thomas Martin, J.P., possesses a farm on the 12th concession, Lobo Township, where apparently there is a large deposit of iron ore. The ore has been assayed and is said to yield over 50 per cent. of pure metal.

FEDERAL CONTRACTS.

Dredges for Hudson Bay to be Built by Montreal Firm.

A despatch from Ottawa says: New contracts just awarded by the Government include one for machinery for dredges at the Hudson Bay terminal to F. H. Hopkins and Co., Montreal, $13,500; drill hall, Orillia, E. Webb and Son, $24,000; and drill hall, Moose Jaw, Sask., Navin Brothers, $106,000.

BOY KILLED BY AUTO.

Jumped Off Wagon and Ran in Front of Motor Car.

A despatch from Berlin, Ont., says: Tommy, the seven-year-old son of Dr. and Mrs. A. E. Rudell, of this city, was accidentally killed on Friday by A. J. Kimmell's automobile, driven by his son, the car passing over the lad's neck. The little lad was hanging on the rear of a garbage wagon and jumped off and ran toward his home just as the auto was passing. The driver was unable to see the boy until he was knocked down by the front wheel. Crown Attorney Bowlby decided an inquest was unnecessary. This is the first fatal automobile accident in the city.

CAGE FALLS 2,200 FEET.

Five Killed and Nine Hurt in Montana Copper Mine Accident.

A despatch from Butte, Montana, says: Five miners were killed and nine injured in an accident at the old shaft of the Leonard Mine of the Anaconda Copper Company on Wednesday. William Peters lost control of the hoisting engine as he was lowering two cages of men into the mine. Both cages dropped, one falling 2,200 feet, and the other 800. The engine went to pieces, wrecking the engine house and throwing pieces of iron and steel hundreds of feet.

HON. J. HAGGART'S ESTATE.

Will of Privy Councillor Entered for Probate at Perth.

A despatch from Perth, Ont., says: In the Lanark County Surrogate Court probate has just been granted of the last will and testament of the late Hon. John G. Haggart, Privy Councilor, who died at Ottawa on March 13. The will is dated September 4, 1894. The estate is sworn at $65,476.60. The sole beneficiary is Mrs. Isabella Maxwell Millar, of Perth, sister of deceased. Mrs. Millar has also been made sole executrix of the estate.

BOY FIRED BUILDING.

Confessed to Starting Blaze That Caused Heavy Loss.

A despatch from Ottawa says: Edward Nichol, an Ottawa boy, arrested at noon on Thursday by Detective O'Meara of the local police department, pleaded guilty to having set fire on the night of April 2 to the building on Queen Street occupied by the Canadian Feather & Mattress Company, Limited, when several valuable horses were burned to death and considerable loss to building and contents was occasioned.

OUR LETTER FROM TORONTO

WHAT IS ENGAGING THE ATTENTION OF THE CITIZENS JUST NOW.

Will Mayor Hocken's Proposal Bear Fruit? —Wants City to Buy the Railway and Electric Light.

Mayor Hocken took the people's breath away by his bold proposal to buy out the Toronto Street Railway and the Toronto Electric Light Company. As he put it in his first announcement, it might have been supposed that the Companies had come forward with an offer, but there is little reason to doubt that his Worship himself took the initiative. The plan is still a long way from completion. At best, the negotiations will be long drawn out; there will be misunderstandings, criticisms and suspicions, and altogether the proposal has a rocky road to travel before it can reach the goal aimed at. But the incident, as far as it has gone, serves to show the Mayor at his best. He has large ideas and courage. If in such an important juncture as the present one, he exhibits also patience, shrewdness and sustained driving force, he will take rank as one of Toronto's best mayors.

Nearly everyone admits, as far as the Toronto Railway Company is concerned, that it would be a splendid thing for the city to purchase it if, and the "if" is a pretty large one, it can be secured on proper terms. As for the Toronto Electric Light Co., there is less unanimity, for the reason that the Toronto Electric Light Co. is in competition with the Hydro Electric scheme and has a contract with the Electrical Development Co., which complicates the situation. The purchase of the Electric Light Co., however, would free the local Hydro Electric Commission of a serious competitor and bring to the city a great quantity of new electrical business. In fact, well-informed persons say that the business retained by the Toronto Electric Light Co., is the most profitable part of the electric business in Toronto.

Dangers of Monopoly.

To offset this, however, customers are not altogether delighted at the prospect of the electric business of the city passing again into a monopoly, even if that monopoly is the city itself. Competition between the Hydro and the Toronto Electric Light Co., from the customers' standpoint, has been entirely satisfactory so far. It has cut his rates in two and resulted in an immense increase in efficiency. Whether these tendencies would continue under a municipal monopoly would require to be demonstrated. Certainly the monopoly ought to be able to reduce costs by the prevention of duplication.

Up to date the question of terms has scarcely been discussed. The prices which have been mentioned are purely tentative and will doubtless be the subject of long consideration if negotiations proceed. It may be said that if the city pays $160 a share for the stock of the Toronto Railway Company, which has recently been selling at less than $140 a share on the market, it will not be getting any bargain, particularly if at that price it does not secure the entire assets of the company.

Toronto's Traffic Troubles.

However, the traffic situation has, year by year, become more intolerable. Great new suburbs are being flung out on all sides of the city, caused by the rapid increase of population, amounting to 30,000 or 35,000 souls a year. These suburbs the Toronto Railway Co. refuses to serve with cars. Apparently, they figure that the people have to use the cars anyway, and that even if they have to walk half a mile or a mile to reach them, the railway will get its fare anyway, and it may as well get the fare for a short run as a long one. As a result the city has been obliged to build short spur lines in various outlying sections for local traffic. These stub lines cannot immediately be made profitable, but the worst feature about them is that persons who use them have to pay two fares to get to the centre of the city. The Street Railway Co. is also scientifically and systematically starving its service on existing lines. It uses no more cars than it can possibly get along with, with the result that there is overcrowding at almost any hour of the day, and every day of the week, including Sundays. Of course the Railway Co. is entitled to run its service as economically as it can for the purpose of making as much money as it can while its franchise lasts. That franchise will expire in eight years, eight years which the Mayor describes as years of perspective misery, which he wants to avoid.

Mayor Hocken was the originator of the scheme of "tubes." This was voted on some three years ago, but the ratepayers thought the time was not yet ripe for such an ambitious enterprise. Even yet the Chicago traffic experts who were recently engaged to make a report on the transportation system, declare that underground railways are unnecessary if only the surface system could be made efficient.

These facts explain Mayor Hocken's inspiration to buy out the Railway Company.

The Telegram's Opposition.

The most violent opponent of the proposal to secure even permissive legislation so that negotiations may be carried on has developed in the Telegram newspaper. The announcement of the scheme not only took the Telegram's breath away, but it has been gasping ever since. The ostensible reason for the Telegram's violent opposition is that the scheme does not contemplate playing fair with the Hydro Electric, but Mayor Hocken and the others who are trying to get somewhere ought to be the last to display any enmity toward that scheme. The Telegram, for many years, has had the reputation of running things at the City Hall, and no doubt has a wide influence with the electors. As an illustration of its manner of warfare, it attacks the schemes as a plot to enrich the Grey Nuns of Montreal, who are supposed to hold some shares of Toronto Railway. Or, again, it shows William Mackenzie holding the gagged and bound Adam Beck against a circular saw in what it calls "The Great Sawmill Scene."

The Hydro "Mutiny."

Dividing interest with the Mayor's big scheme of municipal ownership has been the mutiny in the local offices of the Hydro Electric Commission. The acting General Manager, Mr. Sweany, with ten of his department heads, addressed Council in a remarkable letter, asking that the head of the Commission, Mr. P. W. Ellis, should not be re-appointed. The result of this communication was that Mr. Sweany was immediately discharged. The ten department heads then wrote another letter, declaring that they had acted on their own volition and not because of any intimidation on Mr. Sweany's part. The result was that they also were discharged. Afterwards, however, a number of them apologized and were re-employed.

It has not been made very plain on the surface what the trouble has been all about. Mr. Ellis is a respected citizen of undoubted ability, and the worst that is said about him is that he is inclined to be fussy and exacting. This may have made it uncomfortable for the employes of the department at certain times, but the consensus of opinion is that Mr. Ellis has given the city good service.

On the other hand, those who have had business relations with Mr. Sweany speak very highly of him and regard him as a very capable man. They were surprised when they heard that the Commission had two months ago declined to appoint Mr. Sweany, who is an American, to the permanent General Managership, but had appointed an engineer from England to take the place. Neither in this case nor in the controversy over the purchase of the railway and electric light corporations has the discussion taken any politically partisan form.

Nine-Year-Old Fire Ruins.

The ninth anniversary of Toronto's great fire has passed and still the ruins are not all cleared up yet. The viaduct and Union Station delay are responsible. Toronto lives in hope that before many more years have passed these enterprises will take form. With the new Union Station and the new Customs House and perhaps a new $3,000,000 hotel, the Front street ruins will be entirely obliterated.

J. L. Hughes Resigns Again.

After many years of attempted resignations it seems that Chief Inspector of Schools, James L. Hughes, is at last to retire from municipal service. He is one of Toronto's most picturesque figures and his departure from the school system will leave a gap. His successor, Mr. R. H. Cowley, is very little known here, though he has had a wide experience in educational matters throughout the Province. Mr. Hughes says he is the best man in the country for the position. He knows because he trained him himself, and what Mr. Hughes says in Toronto generally goes.

DETECTIVE KILLED.

Murderous Fire by Swedes From a Shack.

A despatch from Edmonton, Alberta, says: A murder occurred on Wednesday afternoon at Grassy Lake, about fifteen miles north of Tofield. Detective Bailey of the local force of the Royal Northwest Mounted Police is dead as a result, and Constable Whitley, also of Edmonton, is severely injured, while two Swedes named Fonberg, hold possession of a shack filled with firearms, which is surrounded by police.

HIGH WATER AT PORCUPINE.

Entire Northern Part of Mining Town Submerged by Flood.

A despatch from South Porcupine says: The entire northern end of the town facing on Porcupine Lake is under water as a result of the high water in the lake, and if it does not recede shortly much damage may result. All train service at Timmins has been at a standstill since Monday owing to a wash-out on the shores of the creek, which cannot be repaired at high water mark. The new Government wharf is badly damaged by the high water.

BOILER EXPLODED.

Eight Firemen Scalded on the New Imperator.

A despatch from Hamburg, Germany, says: It is reported that there was a serious explosion in the boiler-room of the new fifty-thousand-ton steamer Imperator of the Hamburg - American Steamship Company on her voyage from this place to Cuxhaven. Eight firemen are said to have been severely scalded. Three of these, it is feared, are fatally injured. The damage to the ship is stated to be slight. No details are available.

BOY STRUCK FOG TORPEDO.

His Young Companion is Deprived of Two Fingers.

A despatch from Guelph says: A small boy named Bennett picked up a railroad fog signal torpedo and was examining it when another young lad came along with a stone and struck the torpedo with it. The torpedo exploded, and young Bennett's hand was so shattered that he will lose two fingers. A hole was nearly blown through his wrist.

TO BORROW $150,000,000.

Monopolies to be Granted in Oil, Paper and Matches.

A despatch from London says: After the delimitation of the frontiers and the apportionment of her debts, Turkey will ask for a loan of $150,000,000. The Government is considering the proposal of three new monopolies, in oil, paper and matches, which it has asked the powers to authorize.

FOX FARMING AT LEVIS.

Syndicate Formed to Establish Industry Near Quebec City.

A despatch from Levis, Que., says: A syndicate of Montreal, Quebec and Levis men, with headquarters here, has acquired property in the vicinity with the intention of establishing a fox farm. The promoters are at present in communication with parties in Prince Edward Island, with the object of purchasing stock.

CALGARY BY-LAWS CARRIED.

Citizens Vote Large Expenditures on Public Works.

A despatch from Calgary says: Ratepayers ratified by-laws on Wednesday providing funds for various public improvements, as follows: Rehabilitation of water plants, $643,200; publicity, $12,000; smallpox hospital, $12,000; embankment on Bow River, $25,000; children's shelter, $50,000.

"LITTLE DORRIT" DEAD.

Mrs. Cooper Was a Playmate of Charles Dickens.

A despatch from London says: Mrs. Mary Ann Cooper of Southgate, the original of Charles Dickens' "Little Dorrit," died on Wednesday in her one hundredth year. She and Dickens were boy and girl together when they lived on the same street in Summerstown.

Items of News by Wire

Notes of Interest as to What Is Going on All Over the World

Canada.

Steam freight trucks are forbidden on the streets of Montreal.

A deficit of $2,300 has been found in the tax department of Cochrane.

Alexander Sangster, a well-known Government contractor, of St. Catharines, died after a year's illness of paralysis.

Alfred Laycock of Woodstock was instantly killed by the early morning newspaper train at a level crossing in that city, on Friday.

The Government is said to be considering the establishment of drydocks at Halifax, Esquimault and Levis, ultimately to be naval bases.

John Mitchell, who was conductor on the train which experienced the Komoke disaster on the Great Western Railway, died at Sarnia on Friday, aged 81.

Great Britain.

Liverpool, Eng., is building a new dock, 1,020 feet long.

A Gainsborough picture realized over $100,000 at the Phillips sale in London.

The Duke of Connaught advocates the developing of great highways by the Canadian Government.

Mr. Redmond Barry has resigned the office of Lord Chancellor for Ireland, owing to ill health, and Mr. Ignatius O'Brien, Attorney-General, has been offered the position.

United States.

Newport, R.I., carpenters receive $4.40 a day.

Sacramento has a school for teaching life-saving.

Boston's 1913 city government is to cost $21,962,898.

There are 722,335 coal miners in the United States.

Thirty-five are known to have lost their lives in the Pennsylvania mine disaster.

It is reported at Washington that the downfall of Mexico's President is imminent.

Lockport, N.Y., is rigidly enforcing Sunday closing laws. The Mayor is a former clergyman.

Philadelphia has discovered a female Fagin who teaches young girls the art of shoplifting.

American jurists in convention urged the submission of the Panama tolls question to arbitration.

J. K. Stuber, of Reading, Pa., has retired after 46 years as a baggage master, in which time he handled over 100,000,000 pieces of baggage without losing one.

General.

Austria is determined to coerce Montenegro to evacuate the town of Scutari.

The Krupp works at Kiel have captured the contract for four Argentine destroyers.

The new Italian dreadnought Duilio was launched on Thursday in the presence of the King and Queen, who christened the vessel.

A return just issued by the Ministry of Commerce in Rome states that during the last fifty-two years $46,000,000,000 has been lost in gambling by Italians.

Uruguay's imports from the United States for the first 11 months of 1912 reached the record sum of $6,776,000, while the previous year they reached but $5,953,313, also a record year.

HIS MAJESTY KING CONSTANTINE OF GREECE.

The assassination of George I., King of the Hellenes, raised the Crown Prince suddenly to the Greek throne, and the news of the tragedy was still unknown by many when Prince Nicholas, third son of the dead sovereign, officially announced the fact of his father's end to the authorities and military officers at Salonika, and administered the oath of fealty to the new ruler, King Constantine. His Majesty was born at Athens on August 2, 1868. His recent military successes, particularly the taking of Yanina, have done much to strengthen both the Greek throne and his own hold upon the people whose head he now is. In October, 1889, he married Sophie, Princess of Prussia, who is a sister of the German Emperor, and was born at Potsdam in 1870. They have five children—three sons and two daughters.

FATAL AUTOMOBILE MISHAP.

Dan. Connors, Hotel Proprietor, Dunkeld, Instantly Killed.

A despatch from Walkerton says: A fatal auto accident occurred near the village of Dunkeld, six miles from here, at 4 o'clock on Friday afternoon, when a large touring car containing Messrs. Robt. Hunter of Kincardine and Dan. Connors of Eden Grove, broke through a culvert, which had been undermined during the recent rains. The car at the time was travelling at a fast rate, and Connors was thrown headlong out of the car and was instantly killed, while Mr. Hunter was so seriously injured that little hope is entertained for his recovery. Mr. Hunter was brought to the Walkerton Hospital in the evening. The two men, accompanied by Messrs. W. J. McKeenan and Thomas Desmond of Eden Grove, left Walkerton for Cargill about 3.30, but fortunately the latter were not in the car at the time of the accident, having left it at Dunkeld a few minutes previously. Mr. Connors was proprietor of the Eden Grove Hotel, and Mr. Hunter is a member of the Hunter Bridge & Boiler Company at Kincardine.

"CAT AND MOUSE BILL" LAW.

Measure Passes British Commons by a Decisive Majority.

A despatch from London says: "The Hunger Strike" Bill, designed by the Government to do away with forcible feeding of Suffragettes serving terms in prison, and which has been called the "cat and mouse" bill by the militant Suffragettes, passed its third reading in the House of Commons on Wednesday evening by a vote of 294 to 56.

CITY TO RUN A FOUNDRY.

Calgary's Solution of Excessive Cost of Iron Construction.

A despatch from Calgary says: Calgary is planning to establish a municipal foundry on account of the excessive price the city is obliged to pay for iron work.