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ROYALTY IN CANADA.

Magnificent Welcome to the Duke and Duchess.

A despatch from Montreal says:—The Duke and Duchess of Cornwall and York accomplished the first stage of their journey through Canada on Wednesday, making a fast run of five hours from Quebec to Montreal. The morning was ideal for traveling, a sunny, cool September day, but when Montreal was reached the rain clouds which seem to be hovering ominously in the wake of the Duke burst once more, as did for a while threatened the success of the Montreal visit as they had depressed that at Quebec. The misfortune was temporary, however, and there can be no question of the success of the Royal tournee, so far as Montreal is concerned.

ARRIVED IN MONTREAL.

Not less than twenty thousand people had gathered in Montreal for a sight of the Duke, and practically the whole population turned out for the occasion. As the train pulled in to the Place Viger Station thousands of faces could be seen, some thronging the bridge outside the station, others clustered on the housetops, and many thousands on Notre Dame Street, which lies on an elevation of land and overlooks the scene. It was, moreover, a decorated city which they entered. Flags were flying everywhere. As in Quebec, the crowds, though unquestionably warm and enthusiastic, did not cheer or make as much noise as an Englishspeaking populace would have done. To the Englishmen who have been half around the world and back again with the Ophir, this was a matter of surprise. At Cape Town and at the Australian cities the cheering was stentorous, but the French-Canadian is not a lusty shouter on occasions of this kind.

A SEA OF SIGHTSEERS.

When the party emerged from the depot a wonderful sight met their eyes. The gardens of the Place Viger with their beautiful trees lay before them covered with thousands of citizens. A line of soldiers fringed the crowd and left the avenues of approach clear. "Notre Futur Roi" was emblazoned above the entrance of the station. A decorated stand was erected in the centre of the place and when it was reached the Duke found that every approach so far as the eye could reach, every roof and window commanding a view, however distant, every tree that afforded a point of vantage was thronged with human beings. Some distance away a human flag made up of hundreds of little girls in red, white and blue dress, arranged in the lines of the Union Jack sang patriotic songs. This feature was particularly attractive to the Duchess, who smiled on the children from the distance while the public address was being read, and remarked on it to her ladies-in-waiting. The civic address of Montreal was read by Mayor Prefontaine in French only.

EVENING CELEBRATIONS.

In the evening a state dinner was given, while the city of Montreal celebrated with magnificent illuminations and fireworks. The merchants came forward with intense local patriotism to make the reception a great success. Half the buildings in the business district were beautiful with incandescent lights. Fireworks of the most brilliant character were used with a free hand. The corporation had selected several points around the city as centres for the spectacle and thus every citizen had a chance to see something in comfort. The sight of the magnificent shower of fireworks on Mount Royal, as seen from the Champ de Mars, proved unforgetable. The lookout far up on the brow of the rock was used as the firing point, and to the naked eye that section of Mount Royal appeared like a living volcano belching forth showers of fire. The rockets were sent up from all sections of the city in dazzling profusion. The people thronged the streets, and you would say that a great festival was in progress.

The cancellation of the civic reception was an immense disappointment to scores of ladies who had spent their pin money in an effort to look well when they were presented to the Duchess.

Thursday the Duke paid several visits to local institutions, and his most important excursion was his visit to the Anglican synod which was in session. Thursday afternoon he left for Ottawa, where the Royal train for the west was put together on a somewhat different basis than it had been.

DEPARTURE FROM MONTREAL.

Montreal, Sept. 20.—A sharp frost through the night left the streets wet and slippery this morning, but by nine o'clock things were in fair shape for the departure of the Duke and Duchess. Dorchester street residents, from the Strathcona mansion to Windsor street, were up early, putting the last touches to their house fronts and seeing after the decorations, which had become limp in the night. The royal train had been brought round from the Place Viger to the Windsor street station, special constables guarding it all morning, and nobody was allowed to approach it. The route of the procession was short, and the crowds consequently much more dense than on previous occasions.

THE WINDSOR STREET STATION

was decorated unsparingly with red, white and blue bunting, flags, banners and bannerettes of all kinds, sizes and shapes. The approach to the royal train was covered by a parti-colored canopy extending to the edge of the street, and the walk was laid with a bright red carpet.

Police soldiers and detectives kept a clear space from Windsor street to the entrance on Osborne street, and only a limited number of ticket holders were allowed inside.

Mayor Prefontaine was one of the first at the station and soon after came Lord and Lady Strathcona, whose appearance was the signal for much hand-clapping.

Mounted police came next and after them the Hussars closely followed by the royal carriage. A bugler blew and the Duke and Duchess were cheered long and heartily. Both bowed and smiled, the Duke repeatedly taking off his silk hat to his future subjects. The pair left the carriage rather hurriedly and entered the station, the Duchess leaning on the arm of Lord Strathcona. The embarkation and departure was without incident, the royal pair taking kindly leave of those who were to remain behind and the train steamed out at nine o'clock and was soon speeding towards the Canadian Capital.

ARRIVAL AT THE CAPITAL.

Ottawa, Ont., Sept. 20.—Their Royal Highnesses the Duke and Duchess of Cornwall and York arrived in Ottawa a few minutes before noon to-day. The welcome extended the future King and Queen of the British Empire was of the most enthusiastic character. While the royal train steamed into the Elgin street depot of the Canadian Atlantic Railway, the band of the 43rd Regiment supplied the music and the guns of the Ottawa Field Battery belched forth a welcome in the form of

A ROYAL SALUTE.

The headquarters staff of the Canadian militia, a royal escort from the Princess Louise Dragoon Guards, the Governor General's escort of Royal Canadian Dragoons, the 43rd Regiment and the Ottawa Field Battery were at the station.

The Royal party was received by Lord Minto, General O'Grady Haly, the headquarters staff of the Canadian militia, and a delegation from the Ottawa Civic Reception Committee. Their Royal Highnesses rode in their own carriages, which they brought along with them.

The Royal procession, starting from the station, proceeded along Elgin to McLeod thence to Metcalf, Sparks, Bank and Wellington to Parliament Hill.

ALL ALONG THE ROUTE

thousands of people tried to get a glimpse of the Royal pair in their carriage as the procession passed at different points en route.

The decorations along the procession line from the station to the grounds were deserving of the words of approval that had been expressed concerning them, but, coming to the grounds, they were of the most elaborate character. If there was a fault at all, they were too elaborate.

Over three thousand school children sang "God Save the King," when the Duke and Duchess arrived on Parliament Square. The Mayor of Ottawa led the way to receive them, followed by Sir Wilfrid and Lady Laurier and all the Cabinet Ministers except Dr. Borden and Mr. Tarte, who were prevented from being present on account of injuries from the accident on the steamer Frontenac at Quebec.

His Royal Highness, in replying to Ottawa addresses, referred to the expressions of loyalty which they contained. He touched on the visit which the King, his father, paid to Ottawa, when he laid the corner stone of the Parliament buildings in 1860, of the bringing about of Confederation, and the great progress made by Canada since that time. The mutual toleration shown by both races helped materially to bring about these good results. He spoke of the city of Hull having recovered from the great fire which overtook it and concluded by saying that at no time in the history of the British Empire were the ties of union more closely drawn together than at the present time.

Sir Wilfrid Laurier and other Cabinet Ministers accompanied the Royal party from the pavilion to their carriage, and they drove to Rideau Hall among the cheers of the assembled multitude. Ottawa has given the best reception to the royal party which they have yet received.

TROLLEY ACCIDENT.

Three Ladies in a Carriage Fatally Injured.

A despatch from St. Catharines says:—A very serious accident occurred about three o'clock Wednesday afternoon, when a trolley car on the Niagara, St. Catharines and Toronto Railway ran into a rig at the Niagara Street crossing. Four ladies, Mrs. Thomas and her two daughters, and Miss McMillan of Allanburg, were in the carriage at the time. It is said that they did not notice the trolley until almost upon the tracks, when the horses became frightened and rushed ahead. The motorman, being unable to stop the car in time, ran into them.

Three of the occupants, Mrs. Thomas, her daughter, aged 16, and Miss McMillan, received terrible injuries. Miss Thomas had her arm cut off and one leg nearly severed. She only lived three hours. Her mother and Miss McMillan are still unconscious at the hospital and there is small chance for their recovery. The second Miss Thomas escaped with a few bruises.

England uses 26,000lb. of quinine a year, France 49,000, Germany 55,000.

MARKETS OF THE WORLD

Prices of Cattle, Cheese, Grain, &c in the Leading Markets.

Toronto, Sept. 24.—Wheat—The local grain trade continues quiet, but prices are fairly firm. Dealers are offering 66 to 67c for choice new wheat west. Old white and red is quoted at 67 to 68½c to millers, low freights; while exporters quote 64 to 65½c low freights. No. 1 spring is quoted at 67 to 68c, middle freight. Manitoba wheat holds firm: No. 1 new hard, September, is quoted at 81c, grinding in transit; No. 1, November, at 79c, grinding in transit. Toronto and west 2c lower. Manitoba old is held at 82c.

Oats—The market was higher to-day, with sales of No 2 white, new, at 34½c.

Peas—The market is steady. No. 2 is quoted at 70c high, and at 71c middle freight.

Barley—Market firm, No. 1 is quoted at 51c; No. 2, at 49 to 50½c; No 3 extra, at 47 to 49c; and No. 3 at 44 to 46c, all middle freights.

Corn—Market quiet, with 55c offered for No 2 Canadian yellow, and mixed at 54½c. U.S. yellow nominal at 61c on track here.

Rye—Steady at 49c, middle freights, and 50c east.

Buckwheat—Market dull, with prices purely nominal.

Flour—The market is firm. Ninety per cent. patents quoted for export in bbls at $2.90, middle freights, and $2.60 in bags. Choice straight rollers, in bbls, locally and for Lower Provinces, $3.15 to $3.30. Hungarian patents, $4, bags included, at Toronto, and strong bakers', $3.75.

Oatmeal—Steady; car lots at $3.75 in bags, and $3.85 in wood. Broken lots, Toronto, 30c per bbl extra.

Millfeed—The market is quiet, with offerings small. Cars of bran for shipment quoted at $13 west, and shorts at $15 west. Ton lots of bran sell here at $14.50, and shorts at $16.50.

DAIRY MARKETS.

Butter—The receipts are large, with an over-supply of inferior qualities. Demand is good for choice stock. We quote:—Selected dairy tubs, 16 to 17c; choice 1-lb rolls, 18 to 19c; second grades, in rolls, tubs and pails, 12 to 14c; bakers, 12½ to 13½c. Creamery solids steady at 19 to 20c; early makes, 18½ to 19c; creamery prints, at 21 to 21½c.

Eggs—Market is unchanged. We quote:—New laid, 12½ to 13c; ordinary fresh, candled, 11½ to 13c; seconds, 7 to 8c.

Cheese—The market is dull, with cables still lower to-day. We quote finest, 9½ to 9¾c; seconds, 9c.

HOGS AND PROVISIONS.

Dressed hogs are unchanged at $9.25 to $9.50. Hog products in good demand. We quote:—Bacon, long clear, ton lots, 11½c; case lots, 12c. Pork—Mess, $21.50; do, short cut, $22.

Smoked meats—Hams, 14 to 14½c; breakfast bacon, 15 to 16c; rolls, 12 to 12½c; backs, 16c, and shoulders, 11 to 11½c.

Lard—Demand good, and prices firm. Guaranteed pure, in 50-lb tubs, 11¾c; pails, 12c, and tierces, 11½c.

THE STREET MARKET.

Trading on the street market to-day was fairly active and prices ruled lower. Receipts of grain were about 3,900 bush. White wheat, new and old, sold at 62 to 73½c, 400 bush. changing hands. About 300 bush. of red wheat sold at 61 to 73½c, the offerings being of somewhat inferior quality. Goose wheat new and old, 400 bush. sold at 66 to 67½c. About 2,000 bush of barley brought 48 to 55c, 700 bush of new oats 38 to 39c, and 100 bush of rye 54c. Hay was steady, 20 loads selling at $10.50 to $12 a ton. Two loads of straw sold at $10.50.

Following is the range of quotations:—

Wheat, white	$0.62	$0.73½
Wheat, red	0.61	0.73½
Wheat, new, red and white	0.62	0.73½
Wheat, spring, old	0.70	0.00
Wheat, goose	0.66	0.67½
Oats, old	0.41½	0.00
Oats, new	0.38	0.39
Barley	0.48	0.55
Peas	0.68	0.70
Rye	0.00	0.54
Hay, old, per ton	13.00	13.50
Hay, new, per ton	10.50	12.00
Straw, per ton	9.00	10.50
Dressed hogs	9.25	9.65
Butter, in lb rolls	0.17	0.20
Butter, creamery	0.20	0.21
Chickens, per pair	0.40	0.75
Ducks, per pair	0.60	0.90
Turkeys, per lb	0.10	0.15
Eggs, new laid	0.12½	0.14
Eggs, held, per doz	0.12	0.14
Apples, barrel	2.00	2.50
Potatoes, bush	0.60	0.75
Tomatoes, basket	0.20	0.25
Beef, forequarters	4.50	6.00
Beef, hindquarters	8.00	9.00
Beef, medium, carcase	6.50	7.00
Beef, choice	7.00	7.25
Lamb, yearling	6.50	7.00
Lamb, spring	7.50	8.50
Mutton	5.50	6.50
Veal, choice	7.50	9.00

Buffalo, Sept. 24.—Flour—Firm. Spring wheat—Good demand; No 1 Northern, old, 76¾c; new, 74¾c. Winter wheat—Nothing doing; No. 2 red, 75½c; No 1 white, 76½c. Corn—Dull; No 2 yellow, 62½c; No 3 do, 62c; No 2 corn, 61½c; No. 3, do, 61½c. Oats—Steady; No 2 white 37½c; No 3 do, 39½c; No. 2 mixed, 37½c; No 3 mixed, 37c. Barley—Western fancy, 64 to 65c. Rye—No. 2, 55½c. Canal freights—Higher; wheat, 3½c; corn, 3½c; oats, 2½c to New York.

Toledo, Sept. 24.—Wheat—Cash and September, 72½c; December, 74c; May, 77½c. Corn—Cash and September, 58c; December, 59c. Oats—Cash and September, 37½c; December, 38c. Rye—53½c. Clover-seed—Cash, prime and October, $5.35; December, $5.32½.

Duluth, Sept. 24.—Wheat—Cash, No. 1 hard, 72c; No. 2 Northern, 66½c; No 1 Northern, 69c; September, 69c; October, 69c; December, 69½c. Corn—57c. Oats—36¾ to 37c.

Milwaukee, Sept. 24.—Wheat—Lower; No 1 Northern, 70½c; No 2 Northern, 68½ to 69c; December, 71½c. Rye—Firmer; No. 1, 56c. Barley—Steady; No 2, 59½c; sample, 45 to 58c. Corn—December, 58½c.

Detroit, Sept. 24.—Closed—Wheat—No 1 white, cash, 73½c; No. 2 red, cash and September, 73c; October, 73½c.

St. Louis, Sept. 24.—Closed:—Wheat—Cash, 69¾c; September, 69¾c December, 71¾c.

Toronto, Sept. 24.—Trade was a little slow at the cattle market to-day. The run of 76 loads was a little more than the day's requirements, a few loads being left over for to-morrow's market. Export trade is very quiet for lack of space. Good fat shipping cattle sold at $4.60 to $4.70. Good butcher cattle sold at $2.75 to $3. Some good export cows and steers sold at $3.90. Sheep and lambs steady, with prospects fair. Hogs unchanged, and prospects steady.

The day's dealing was 76 loads, with 1,237 cattle, 1,882 sheep and lambs, 772 hogs and 42 calves.

Export cattle, choice	$4.70	$4.80
Butchers' cattle, pick'd	4.00	4.40
Butchers' cattle, med.	3.00	3.00
Bulls, exp., heavy	4.00	4.00
Feeders, heavy	3.75	4.00
Feeders, light	3.25	3.50
Stockers, 400 to 800lb	2.75	3.25
Butchers' cattle, choice	4.00	4.10
Butchers' cattle, good	3.60	3.75
Butchers' common	3.00	3.25
do off-colors & heifers	2.00	2.50
Butchers' bulls	2.50	3.00
Light stock bulls	2.00	3.00
Milch cows	30.00	55.00
Sheep, exp. ewes, each	3.25	3.50
do bucks	2.50	3.00
Sheep, butchers' each	2.50	4.00
Lambs, each	2.50	5.00
do per cwt	3.75	4.35
Calves, per head	2.00	8.00
do per cwt	3.75	4.35
Hogs, choice cwt	7.25	0.00
Hogs, light, cwt	6.50	0.00

BRITISH FORCE CAPTURED.

Gen. Botha Invades Natal With 1500 Men and Two Guns.

A despatch from London says:—A despatch from Lord Kitchener to the War Office on Thursday reports two serious disasters in South Africa, and shows that the British are in a worse position than even the casualties indicate. It is no longer doubtful that the Boers are prepared to adopt counter tactics to meet the new British methods which were to be adopted after September 15.

Lord Kitchener's despatch read:

The Boers, on September 17, ambushed three companies of mounted infantry, with three guns, commanded by Major Gough, in the vicinity of Scheeper's Nek. After severe fighting the British were overpowered, and lost their guns, the sights and breech blocks of which were first destroyed. Two officers and fourteen men were killed, and five officers and 25 men were wounded. Five officers and 150 men were made prisoners. Major Gough, who escaped during the night, reports that the Boers numbered a thousand men and that they were commanded by General Botha.

General French reports that Commandant Smuts, in order to break through a cordon, rushed on a squadron of the 17th Lancers at Elands River Poort, killing three officers and twenty men. The Boers, who were dressed in khaki, and were mistaken for British troops, lost heavily.

The intention of the Boers is to make a determined effort to obtain a strong foothold both in Cape Colony and Natal. The position is acute, and there will be immediate reprisals on British inhabitants if the forfeiture and banishment of Lord Kitchener's proclamation are enforced.

Utrecht, or Scheeper's Nek, is close to Natal, and it is more than likely that General Botha has already invaded that country. The fight at Tarkasd was in the middle eastern portion of Cape Colony, where the country is most difficult for British troops, and the inhabitants are largely pro-Boer. It is certain that the Boers will attempt to make a vigorous and aggressive campaign in British territory. The grass, which is now beginning to grow on the veldt, will reduce the disadvantage of the Boers' shortage of stores.

Gen. Botha has with him 1,500 men. He has one Creusot gun and one pom-pom.

HONORS FOR CANADIANS.

Several Well Known Distinguished by the King.

A despatch from Ottawa says:—The following official announcement has been issued by Major Maude, Military Secretary to his Excellency the Governor-General:—On the occasion of the visit of their Royal Highnesses the Duke and Duchess of Cornwall and York to Canada, his Majesty the King has been graciously pleased to confer the following honors:—

To be Commander of the Most Distinguished Order of St. Michael and St. George:—The Hon. Sir John Boyd, Chancellor of the High Court of Justice of Ontario.

The Hon. Louis Jette, Lieutenant-Governor of the Province of Quebec.

To be Companions of the Most Distinguished Order of St. Michael and St. George:—Mr. Joseph Pope, Under Secretary of State.

Dr. Peterson, Principal of McGill University, Montreal.

The Very Rev. George Grant, Principal of Queen's University, Kingston.

The Rev. Oliver Mathieu, Principal of Laval University, Quebec.

Mr. Oliver Howland, Mayor of Toronto.

Major S. F. Maude, Coldstream Guards, Military Secretary to his Excellency the Governor-General.

To be Knight-Bachelor:—Mr. Thomas Shaughnessy, President of the Canadian Pacific Railway Company.

THE PRESIDENT'S FUNERAL.

Particulars of the Last Ceremonies at His Home in Ohio.

A despatch from Canton says:—The streets of the little city of Canton on Monday morning were filled with waving plumes, prancing horses, and densely packed bodies of moving men assembling here for the procession which was to escort the remains of the late President from the church to West Lawn cemetery this afternoon. All night long civil, military, fraternal, social and commercial organizations from the four quarters of the compass had been pouring in, and so fast did the trains arrive that there appeared to be one continuous string of cars unloading their human freight through the station into the congested streets beyond. Thirty special trains in addition to the regular trains, had arrived before noon. The biggest crowd in the history of Canton, which was here during the campaign of 1896, estimated at over 660,000, was exceeded to-day.

THE CROWDING PEOPLE.

The people overflowed the sidewalks and literally packed the streets from side to side. The awe-stricken crowds upon their arrival all moved as by a common impulse toward the old familiar McKinley cottage where the remains were lying. Military guards, stationed at the four corners of the lawn, paced their beats, but there was no other sign of life about the house of death. The window shades were down. A long border of black, which had been put in place after the body was removed to the house last night, fringed the roof of the porch from which President McKinley had spoken to delegations from every State in the Union, and where he had met and talked with the chieftains of his party. No badge of conventional mourning was on the door. Instead there was a simple wreath of palms bisected by a beautiful band of wide purple satin ribbon.

TONS AND TONS OF FLOWERS.

When Mrs. McKinley came into the death chamber on Wednesday night for her last moments beside her dead husband, she wished to have a final look at the upturned face, but this was impossible, and the sealed casket with the flowers and flags were all that she saw.

The collection of flowers was probably the most beautiful ever seen in the United States. The conservatories of the country had been denuded to supply them. By the direction of the monarchs of Europe, the South American rulers, the Governors of the British colonies in Australia and Canada, the Emperor of Japan—from the four quarters of the earth in fact—came directions to adorn the bier of McKinley with flowers whose fragrance might be symbolical of the sweetness and purity of the ended life. But these tributes from foreign countries were buried beneath the floral tributes of McKinley's countrymen. There were tens and tens of them, and a list of those who sent them would be almost a complete roster of those prominent in the official, commercial and social life of the United States.

WITHIN THE CHAMBER OF DEATH

all was intensely silent.

The curtains were closely drawn, with no ray of gas to light up the melancholy scene. The guards stood motionless at their posts, a soldier at the head of the casket, and a sailor with drawn cutlass at the foot. Thus throughout the morning the vast multitude surged without, while the silence within was broken only by the weeping of broken-hearted Mrs. McKinley.

The services in the church were simple. They began with the rendition of an organ prelude, Beethoven's funeral march, played by Miss Florence Doud. As the last notes of the prelude were stilled the European ladies' quartette of Canton sang "The Beautiful Isle of Somewhere." Rev. O. B. Milligan, pastor of the First Presbyterian church of Canton, delivered the invocation.

THE NINETIETH PSALM

was read by Dr. John A. Hall, of the Trinity Lutheran church, of Canton, and that portion of the fifteenth chapter of First Corinthians included between the forty-first and fifty-eighth verses was read by Rev. E. P. Herbreuck, of the Trinity Reformed church, of Canton. The favorite hymn of President McKinley, "Lead Kindly Light," was then rendered by a mixed quartette. When this hymn had been finished Dr. C. E. Manchester, pastor of the First Methodist church, delivered an address. At the conclusion of Dr. Manchester's discourse Bishop I. W. Joyce of Minneapolis, delivered a short prayer.

The hymn, "Nearer My God to Thee," was sung by the entire congregation. The people remained standing after the close of the hymn while the benediction was pronounced by Monsignor T. P. Thorpe, of Cleveland.

The casket was then borne from the church to the funeral car and the march of the procession to the cemetery began.

BRITISH SHIP FOUNDERS.

The Cobra Strikes a Rock in the North Sea.

A despatch from London says:—The torpedo boat destroyer, the Cobra, has foundered in the North Sea, as the result of an explosion. The vessel was en route from the yard of her builders, the Armstrongs, of New Castle, to Portsmouth, and carried a navigating crew of seventy-nine. For sixty-seven no hope is held out, but the torpedo boats and cruisers have gone at full speed to the scene of the disaster, which is the most serious the navy has suffered since the sinking of the Victoria.

Lieut. Bosworth Smith, the Cobra's commander, stood upon the bridge with his arms folded, as impassive as if on parade, and went down with the vessel.

The first intimation of the disaster was the arrival of a fishing boat at Yarmouth with six bodies, which she had picked up in the vicinity of the spot where the Cobra was last seen. According to the fishermen the Cobra was sighted by the lightship off Dowsing Sands on Wednesday morning, enveloped in steam, and soon afterwards she disappeared. The men on the lightship supposed the Cobra had sailed away, until the evening, when they observed bodies floating in the water, and signalled to the fishing boat to investigate the disaster.

SURVIVORS LANDED.

A despatch from Middleboro says: 12 survivors of the Cobra were landed there on Thursday morning, and confirms the report that all the others were drowned. The British Admiralty has received information that the explosion occurred after the Cobra struck a rock, and that she sank immediately.

The Cobra, like her sister boat, the Viper, was a turbine-engined vessel. She had just left the yard of her contractors, and was undergoing a boiler test.

About one year ago the torpedo-boat destroyer Cobra beat the record of the Viper, and won the title of the fastest vessel in the world, making 37.7 knots, or 43.5 miles an hour.

The Cobra had on board forty-two naval men, and about 35 men in the employ of the contractors. So far as known the twelve men previously referred to are the only survivors. Five boats were launched after the Cobra struck but some of them were swamped in the heavy sea.

MINE FIRE MUST BURN.

Has Burned for Twenty Years and Cost 45 Lives.

One of the greatest fires in history, a subterranean conflagration which has already been raging for over twenty years, is causing renewed interest in the coal mining districts of Nova Scotia, from the discouraging reports that all efforts to circumvent the flames have proved fruitless and that hope is now practically abandoned.

The scene of the disaster is near the mining town of New Glasgow in the peninsula province, down by the sea, and the fire originated in 1880. It is burning in a rich seam of coal, thirty feet thick, and in a mine that has a shaft 1,000 feet deep. The problem of extinguishing the flames is no nearer solution than it was twenty-one years ago. Water has been let in, but the fire is above the sea level, and the expensive work of flooding pits had no effect.

After many futile attempts to extinguish the fire, the engineers directed their efforts towards devising plans for circumventing it, and reaching the coal still intact. To that end all the approaches leading to the fire and all the neighboring workings were walled up, and new workings were driven lower down. But every plan so far devised has proved a failure. The all-conquering fire has broken through, and every new work has been reluctantly abandoned.

On one occasion the explosion that perpetrated this destructive and obstinate fire caused the death of forty-five miners. They were awaiting the arrival of a car with some tools and a boy had been sent out with a hurry-up message when the explosion occurred. All that could be learned was from the boy's story. He had seen them sitting on the floor when he left them. There death overtook them. To reach or aid them in any way was beyond human possibility, so their ashes have mingled with the crumbling coal seam which has burned for a generation, and will burn, no doubt, for generations to come.

There are unsolved problems about the explosion, and suspicions that protecting walls were not sufficiently thick. But no new light will ever be thrown on the tragedy which suddenly cut off and consumed a sturdy detachment of the army of industry.

LOST THEIR HEADS.

Otherwise the McKinley Doctors Fooled the People.

A despatch from Paris says:—The Echo de Paris prints an exhaustive review of President McKinley's case from a medical standpoint. The paper declares the doctors lost their heads or else fooled the people. It says the operation was absurd, and that the surgeons left the third orifice unpierced.

LAAGERS CAPTURED.

Flight of General De Wet and Mr. Steyn.

A despatch from Winburg says:—General Elliot's columns have been busy clearing the Brandwater basin, in which thirteen or more months ago, Prinsloo and his 4,000 men were captured. Mr. Steyn and De Wet, who were seemingly holding a meeting of burghers in the neighborhood, were compelled to take to their heels.

France grows 19 million bushels of chestnuts a year, Italy 14 million.

Silver is bulk for bulk, 10 times as heavy as water. Gold is 19 times as heavy.