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FIGHTING NEAR AT HAND

Left Wing of Russian Army Falls Back to Kirin.

A BATTLE IMMINENT.

A despatch from Tokio says: The Asahi learns that the left wing of the Russian army has fallen back to Kirin, where it is concentrating. It is understood that a battle is imminent.

JAPS DRIVEN BACK.

A despatch from St. Petersburg says: Gen. Linevitch, in a despatch to the Emperor, dated Tuesday, says: "Our advance posts along the line from Podysouzsche to Shihkiao were attacked by the enemy's cavalry on Sunday. The Japanese were repulsed. They renewed the attack next day, but were again unsuccessful.

"On Tuesday our cavalry advanced in the direction of the Shahetzy Mountains, which were occupied by Japanese, who, in the face of our artillery fire, and a turning movement toward of the mines, were obliged to retire towards the Village of Sinjan-ogo, from which they subsequently were dislodged, retiring to the Village of Madiopa."

ANOTHER RUSSIAN LOAN.

A despatch from St. Petersburg says: The Russ states that the Government has negotiated a loan of 200,000,000 marks ($16,000,000) at 5 per cent., with German financiers.

FREE FROM BARNACLES.

A despatch from Saigon says:—The Russian cruiser Jemtchug and the Russian auxiliary cruiser Dion, belonging to Admiral Rojestvensky's squadron, arrived off Cape St. James, near here, during the night of Monday and left the next day at the request of the Governor of French Indo-China.

These cruisers, which brought instructions for Rear-Admiral Niebogatoff, anchored three or four miles off shore. A heavy sea was running, exposing a good deal of the warships' hulls, which were quite free from barnacles or seaweed. The ships appeared to have unusually large crews, and it seemed that the men were all in good health.

The main Russian squadron is said to be well provisioned, but to be short of tobacco and cigars.

It is considered likely here that Niebogatoff's division has already passed Cape St. James.

JAPAN'S POSITION.

A despatch from Paris says:—In the course of an apparently authoritative statement published here on Wednesday of Japan's case against France, a summary is given of various acts of assistance rendered the vessels of the Russian second Pacific squadron at Cherbourg, Dakar, Algiers, Jibutil; Maguinga, Nossibe, Kamranh Bay, Port Dayot, and Hon-Kohe Bay. The conclusions of the Japanese Government are stated to be as follows:

"First—Without questioning the good faith of France, Japan holds that the French orders to observe neutrality have not been sufficiently executed.

"Second—France should have taken sufficient measures beforehand to prevent violations of neutrality, instead of securing the observance of neutrality after Japan's remonstrances.

"Third—In default of sufficient surveillance, Vice-Admiral Rojestvensky has been greatly facilitated in the accomplishment of his mission, and in gaining access to Chinese waters. Consequently, it was for the ends of warfare that Vice-Admiral Rojestvensky utilized on successive occasions French waters, both for anchoring and re-victualing, and in awaiting the arrival of reinforcements."

The foregoing is said to be substantially Japan's position both as to the past and as the basis of any future claims arising from the alleged breaches of neutrality.

EIGHT NEW WARSHIPS.

A despatch from Tokio says:—The reports that Japan plans to order the construction of two battleships and six large cruisers abroad are renewed. The representatives of English naval constructors are here, endeavoring to secure the orders, but it is doubtful if the Government has reached any decision in the matter.

AWFUL RAILWAY WRECK

At Least Twenty-five People Were Killed.

A Harrisburg, Penn., despatch says: At least twenty-five persons were killed, many being burned to death, and more than one hundred injured in a collision on the Pennsylvania Railroad, south of Harrisburg, a few minutes before 2 o'clock on Thursday morning, caused by the second section of the Cleveland and Cincinnati express, westbound, crashing into a wrecked freight train.

Among the injured were Mr. and Miss Tindall, the latter a daughter of U. S. Senator Knox, who were on their way to Pittsburg from New York.

It is unofficially estimated that the financial loss will amount to fully $500,000. This includes $15,000 for cash, jewelry and other personal effects of the passengers that were destroyed.

NEWSPAPER MAN'S STORY.

The first intimation I had of the wreck," said John R. Reynolds, of Philadelphia, a newspaper man, who was going home from New York, and who escaped with slight injuries, "was when I heard an awful crash and was thrown out into the aisle of the car. I was dazed for a time and only realized my position and what had happened when I felt a woman grabbing me and screaming 'For God's sake, help me!' I pushed her out of the window, and a fellow-passenger handed out a child which belonged to her. He then left the train and called to me to jump through the window. Just then there was a terrific explosion. As I dropped to the ground a missile struck and knocked me down. I don't know how long I lay there, but when I recovered my senses I crawled across the tracks under a freight train and rolled down the embankment on the other side. I was in my night clothes, and all my other clothing and belongings were lost.

"I never want to witness such a sight as that which followed the collision. Women were screaming, children were crying, and strong men were wandering about dazed and helpless. The tracks were strewn in all directions with half-naked men and women, some of whom were dead and others seriously injured."

When the boiler of the passenger engine blew up, the engineer was instantly killed.

GORED TO DEATH.

Nine Children Killed in a Spanish Town.

A Madrid despatch says: While a score of little girls were playing in the falls at Villamarique, Seville, imitating a religious procession, and waving their handkerchiefs like banners, they irritated a drove of bulls, which charged them. The children were tossed, trampled upon and gored. Nine of them were killed and six badly injured. The drovers were immediately arrested, which prevented the populace from lynching them. Villamarique is the centre of the district in which bulls are bred for the ring, and it is an unwritten law there that the drovers are responsible for every body's safety from the bulls, which are practically wild.

SETTLERS POURING IN

Mr. Knappen's Trip Through the North-West.

A Winnipeg despatch says: Theodore M. Knappen, Secretary of the Western Canadian Immigration Association, returned on Tuesday from an extended trip through the west. Mr. Knappen went out to Regina and Saskatoon, drove across to Carman on the C.N.R., and came into the city over the Canadian Northern. The influx of new settlers he declares to be most notable. Five hundred cars of settlers' effects have been unloaded between Regina and Prince Albert this spring, and at every station similar sights are seen. From Prince Albert to Winnipeg the traveller now is never out of sight of a house, and this is a country where two years ago there was not a building. During the present summer Mr. Knappen expects that forty thousand homesteads will be taken up, and within two years' time he declares there will not be a homestead left within reaching distance of a line of railway. The business is being successfully handled by transportation companies, and there are very few complaints of delay.

A NEW BALLOT BOX.

Device by Which Fraudulent Manipulation is Prevented.

An Ottawa despatch says: The day of the fraudulent ballot-box is gone by the invention of what is known as the Nelson ballot-box, which was patented at the Department of Agriculture last week. It is a simple device, but absolutely effective in preventing the use of any box with a fraudulent compartment or any mechanism by which ballots can be switched or manipulated. This is accomplished by a series of apertures on both sides of the box, but in no way is the efficiency or secrecy of the ballot-box impaired. A voter can see his ballot dropping into the box, but even should it become unrolled or unfolded after being deposited, it is impossible to read it.

GOLD FROM THE NORTH.

A Total Output of Twenty-two Millions or More.

A despatch from Seattle, Wash., says:—F. A. Wing, United States Assayer, states from information he has received from Alaska and the Northwest Territories this winter the output in gold from the northern country this year will total $22,000,000, if not more. From the Klondike alone Mr. Wing predicts an output of from ten to twelve millions.

TURKISH OFFICERS KILLED.

Armenian Bands Gathering on the Russian Frontier.

A despatch from London says:—The Constantinople correspondent of the Times says that in a fight near Mush, Armenia, between Turkish troops and Armenians, two Turkish officers were killed. It is rumored that there have been several such fights. Armenian bands are gathering on the Russian frontier, waiting for a favorable moment to cross.

THE WORLD'S MARKETS

REPORTS FROM THE LEADING TRADE CENTRES.

Prices of Cattle, Grain, Cheese, and Other Dairy Produce, at Home and Abroad.

Toronto, May 16.—Wheat—No. 2 white and red Winter sold at 97c at outside points. No. 2 goose is purely nominal. Manitoba wheat is steady, with No. 1 Northern quoted at 95½c lake ports at opening of navigation; No. 2 Northern at 91½c, and No. 3 Northern at 86½c.

Oats—No. 2 white quoted at 39c outside, and No. 1 at 40½c east. Cars of No. 2 white on track here are quoted at 43c.

Barley—No. 2 quoted at 45 to 46c middle freights; No. 2 extra at 43 to 44c. No. 3 at 41 to 42c, middle freights.

Peas—The market is steady, with dealers quoting 68 to 69c at outside points.

Corn—Canadian yellow quoted at 47c, and mixed at 46½c west, guaranteed sound. American kiln dried, No. 3 yellow, 59 to 59½c on track, Toronto.

Rye—The market is dull, with prices nominal at 66 to 67c outside for No. 2.

Buckwheat—Prices nominal at 59 to 60c outside.

Flour—Ninety per cent. patents are quoted at $4.35 to $4.40 in buyers' sacks, east or west; straight rollers of special brands for domestic trade, in bbls., $4.75 to $4.85. Manitoba flours are steady. No. 1 patents, $5.30 to $5.50. No. 2 patents, $5.10 to $5.20; and strong bakers', $5 to $5.10 on track, Toronto.

Millfeed—At outside points bran is quoted at $16.50, and shorts at $18.50. Manitoba bran, in sacks, $19, and shorts at $21.

COUNTRY PRODUCE.

Apples—Choice stocks, $2.50 per bbl.; cooking apples, $1 to $1.50 per bbl.

Beans—Primes sell in small lots at $1.60 to $1.65, and hand-picked at $1.70 to $1.75 per bushel.

Hops—The market is unchanged at 32 to 35c, according to quality.

Honey—The market is quiet, and prices easy, at 7 to 7½c per lb. Comb honey, $1.75 to $2 per dozen.

Hay—Car lots of No. 1 timothy are quoted at $8 to $8.25 on track here, and No. 2 at $6.50 to $7.

Straw—The market is unchanged, with car lots quoted at $6 to $6.25 on track, Toronto.

Potatoes—Car lots of Ontarios are quoted at 50 to 60c per bag on track according to quality, and jobbing lots are 70 to 75c for the best stock.

Poultry—Chickens, 12 to 13c per lb.; hens, 10 to 11c; turkeys, dry picked, 16 to 17c; do scalded, 12 to 13c.

THE DAIRY MARKET.

Butter—Pound prints are jobbing at 17½ to 18c, and large dairy rolls at 16 to 17c. Low grades, 14 to 15c. Creamery prints sell at 20c per lb.

Eggs—Case lots are selling at 14 to 14½c per dozen.

Cheese—Old scarce, and quoted at 11½c, while new cheese are lower at 10½ to 10¾c per lb.

BUSINESS AT MONTREAL.

Montreal, May 16.—Grain—Oats continue quiet, with sales of car lots of No. 2 white at 47½c, and No. 3, 44½c per bushel ex store. Flour—Manitoba Spring wheat patents, $5.40 to $5.50; strong bakers', $5.10 to $5.20. Winter wheat patents, $5.50 to $5.60; straight rollers, $5.15 to $5.25, in wood; in bags, $2.45 to $2.55. Rolled oats—$2.20 to $2.22½ per bag. Feed—Ontario bran, in bulk, at $18 to $18.50; shorts $19 to $20; Manitoba bran, in bags, $18 to $19; shorts, $20 to $21. Beans—Choice primes, $1.70 to $1.75 per bushel; $1.50 to $1.60 in car lots. Provisions—Heavy Canadian short cut pork, $16.50 to $17.50; light short cut, $16.50 to $17; American cut clear, fat back, $20; compound lard, 6½ to 7c; Canadian lard, 6¾ to 7½c; kettle rendered, 8½ to 9½c; hams 12 to 13c; bacon, 13c; fresh killed abattoir hogs, $9.75 to $10; mixed, $6.50 to $6.75; select, $7 to $7.35 off cars. Eggs—Straight stock, 14½ to 15c; No. 1, 13½ to 13½c; No. 2, 12 to 12½c. Butter—Choice creamery, 19½ to 19½c; under grades, 17 to 18c; dairy, 17c; rolls, 15 to 16c. Cheese—Ontario, 10½ to 10¾c; Quebec, 9½ to 10c.

UNITED STATES MARKETS.

Milwaukee, May 16.—Wheat—No. 1 Northern, $1.04; No. 2 Northern $1 to $1.03; July, 83½ to 83⅝c bid. Rye—No. 1, 78c. Barley—Steady; No. 2, 51c; sample, 40 to 50c. Corn—No. 3, 48½ to 49½c; July, old, 46¾ to 46⅞c.

Minneapolis, May 16.—Wheat—May, $1.02; July, 96c; Sept., 79⅞c; No. 1 hard, $1.07; No. 1 Northern, $1.05; No. 2 Northern, $1.03. Flour—Patents, $5.60 to $5.75; second patents, $5.55 to $5.65; first clears, $4 to $4.10; second clears, $2.75 to $2.85. Bran—In bulk, $12.25.

CATTLE MARKET.

Toronto, May 16.—A fairly heavy run of cattle was offering at the Western Market this morning, but a fair percentage of the cattle were of very good quality, and with a fair to good demand in all lines prices were well maintained, although in exporters there was rather less snappiness to the market.

Export cattle, choice	$5 80 to	$6 00
do good to medium	5 50	5 80
do others	5 25	5 50
Bulls	4 25	4 75
Butchers' good to choice	5 40	5 75
do fair to good	4 80	5 20
mixed lots, medium	4 00	4 75
do common	3 00	3 50
do cows	2 50	4 50
Bulls	2 50	3 50
do common to fair	3 75	4 50
Feeders, 10-12 cwt.	4 40	5 60
do 9-10 cwt.	4 00	4 50
do bulls	3 40	3 80
Stockers, good	3 75	4 25
do fair	3 40	3 75
do rough to com.	2 50	2 90
Bulls	1 75	2 50
Milch cows, each	30 00	70 00
Export ewes, p. cwt.	4 75	5 00
do bucks, per cwt.	3 50	4 00
Mixed sheep	4 00	4 50
Grain-fed yearlings	6 50	7 00
Barnyards	4 00	5 00
Springs do. each	3 00	6 50
Calves, per lb.	3½	5½
do each	2 00	10 00
Hogs, selects, p. cwt.	7 00	0 00
do lights	6 75	0 00
do fats	6 75	0 00

DOMINION PARLIAMENT

NOTES OF PROCEEDINGS IN THE HOUSE OF COMMONS.

RAILWAY BILL PASSED.

The Railway Committee passed the bill granting an extension of time to the Manitoulin and North Shore Railway Company, with a provision added that the line between Sudbury and Little Current, Ont., must be commenced within one year from July 1st from Little Current harbor, and $150,000 spent within a year and the line completed within two years. The line from Meaford to Owen Sound must be commenced this year and $150,000 spent on it, and completed in 1906.

VETERANS ASK GRANT.

The Railway Committee was crowded on Wednesday forenoon with the Quebec veterans of 1866 and 1870. Sir Wilfrid Laurier, Sir Frederick Borden, Hon. W. S. Fielding, and Solicitor-General Lemieux received the delegation. Capt. C. E. Patterson, of the Montreal Veterans' Association, addressed the Ministers' setting forth that what was wanted was 160 acres of land for each veteran in the North-West. He thought this was a matter of right.

Capt. Patterson, of the Ottawa Valley Veterans, said that Sir Wilfrid was a veteran himself, and knew all about it. The veterans wanted him to command them and land them 160 acres each in the North-West.

Sir Wilfrid said that a similar delegation had waited on the Government a year ago. The session was too far advanced then to do anything. Reference was made to his having been one of the veterans. He did not do so much, but if the opportunity had arisen he would have done so, and was proud to be one of them. What the veterans asked was that, after 30 years, the country should give some little recognition for what they had done. There was no doubt they saved the country from much humiliation and a great deal of misery. What the veterans asked was not much. He asked them to trust to the Government.

LEAF TOBACCO.

Mr. Clements was informed by Mr. Patterson that 13,217,290 pounds of leaf tobacco had been imported from the United States last year, upon which the duty was $1,278,455.

BEST HENS FOR FARMING.

Mr. A. G. Gilbert, poultry manager at the Experimental Farm, concluded his evidence before the Agriculture Committee. He recommended the following as the best general-purpose varieties of chickens for the farmers:—Any variety of Plymouth Rock, Wyandotte or Orpington breeds. He strongly advised the farmers to get into closer touch with dealers who wanted strictly new-laid eggs, and said that the consumption of the best eggs in Canada was fast overtaking the production, and the second-grade eggs go to the English market.

A motion was passed, asking the Government to establish experimental stations for geese, turkeys and ducks.

Mr. Clements informed the committee that a man in Chatham had been sending eggs to Montreal all winter, and received forty and forty-five cents a dozen for them.

Mr. Gilbert said this was what he had been laughed at for years for having advocated.

BILLS PASSED IN SENATE.

In the Senate the following bills were read a third time and passed: To incorporate the Monarch Bank of Canada; respecting the Board of the Presbyterian College, Halifax; to incorporate the Crown Casualty Company of Canada; respecting the Richmond and Drummond Fire Insurance Company. Hon. Mr. Templeton pointed out that the Standing Orders Committee had reported favorably on the petition of the Esquimalt and Nanaimo Railway, sanctioning its purchase by the C.P.R., and moved to rescind the resolution of the Senate setting the second reading for Tuesday, and that it be read a second time. This was agreed to, and the bill read a second time and referred to the Railway Committee.

WEST IS JUBILANT.

Favorable Features of C. P. R. Crop Report.

A despatch from Winnipeg says: The C. P. R. weekly crop report shows a general marked improvement in conditions. Seeding is all done, and snow and rain have put the land in splendid shape. The result is a generally optimistic feeling throughout the whole of the west, as everything points to a heavy yield. In some districts the weather has been too cold for the best results, but no anxiety is felt on that score.

SHOT THE COLONEL DEAD.

Assassins in Russia Have Claimed Another Victim.

A despatch from Nijni Novgorod says: Lieut.-Colonel Griesmer, of the gendarmerie was shot dead as he was entering his residence at midnight on Thursday on his return from the theatre. The house watchman was seriously wounded. The murderer, who was captured, gave his name as Nikiforoff.

ONE HUNDRED KILLED.

Tornado Wipes Out Town of Snyder, Oklahoma.

A Guthrie, Okla., despatch says:—Snyder, a thriving town of 1,000 persons, situated in the heart of the rich Kiowa farming country, open to white settlement in 1901, was practically wiped out of existence by a tornado that struck that place on Wednesday night.

The death list will probably exceed 100 persons. Eighty-five bodies have been recovered, a dozen persons are missing and given up for dead, and of the forty-one seriously wounded several are likely to die. More than one hundred other persons suffered less severe injuries.

The storm was of the regular variety and swooped down upon Snyder without warning. It cut a swath a half mile wide, demolishing everything in its path for a distance of ten miles southwest and three miles northeast of Snyder.

THE WORK OF RELIEF.

The first news of the storm was received about midnight. Soon thereafter, before any details had been received, telegraph and telephone wires went down. Immediately relief trains were ordered out from all available points, starting from Hobart, Chickasaw, I. T., Guthrie, Oklahoma City, and other towns. Every train carried doctors, nurses and any person capable of rendering aid. The first relief train, sent from Hobart, 32 miles north of Snyder, reached the stricken town just before daylight. Everyone on board began at once the work of relief. On every hand they found wreckage and streets almost obliterated by piles of demolished houses.

In all directions evidence of the terrible havoc of the storm was apparent. The dead and dying lay about the streets, in yards and mixed up with the wreckage, while those who escaped ran hither and thither in excited attempts to bring order out of the terrible chaos, and to render what meagre aid they might.

MEN TO DIG GRAVES.

Oklahoma City on Thursday sent one hundred men to dig graves and seek the dead still in the ruins, and a dozen undertakers with one hundred coffins. Offers of financial assistance have come from numerous cities.

To add to the general confusion and distress, after the tornado had passed fire broke out and burned up all that remained of the buildings in one of the business blocks. So far it has not been possible to find out whether any bodies were cremated.

An unidentified woman was picked up dead, having been pinioned to the ground by a large sliver which entered her left eye and came out through the back of her head.

MANY WOUNDED WILL DIE.

The Mayor of Snyder is having much trouble arranging for the burial of the dead. The confusion is great, owing to the fact that there are many unidentified bodies at the morgues. There is much suffering owing to lack of provisions and places to stay. What houses remain in the town are unsafe for habitation. Dr. York of Hobart, who was active in relieving the suffering, says that twenty per cent. of the wounded will die.

WHAT RAILWAYS ARE DOING.

Methods of Special Assistance to Agricultural Development.

Next to the governments of the country there are probably no corporate interests so much interested in the country's prosperity and development as the Transportation Companies, and especially is this true when these companies hold large land grants.

An investigation of the development policy of over eighty of the more important railways reveals the fact that a great deal of quiet and effective work for the encouragement of agriculture and stock raising is being done by most of these great corporations.

Nearly all the roads are active in securing immigration for their territory and in locating industrial enterprises. To this end they either have a special Industrial Commission or some one of their general officers gives his attention to the subject and when it comes to the encouragement of agriculture the following are the figures:

Twenty-nine railways give active assistance to the marketing of products grown along their lands; eight employ special agricultural agents; thirty-one co-operate with the State colleges and experiment stations in aiding agricultural education; twelve encourage seed improvement; ten promote agricultural conventions; six run special educational trains; three introduce pure-bred stock; five own demonstration farms; nine print and distribute bulletins; two run a pick-up car service; six give special rates to encourage stock raising; four subscribe for and distribute Agricultural papers.

Such is the record of the railways of the United States. Our Canadian railways have, as almost every one knows, done an immense amount of advertising for Canada and some of them have done much to assist in practical agricultural development.

G. T. PACIFIC BONUS.

Carried at Fort William by Large Majority.

A despatch from Fort William says:—The by-law granting a bonus of $300,000 to the Grand Trunk Pacific for the purchase of the mission property carried on Wednesday with a sweeping majority, the vote standing 777 for to 55 against, the largest vote on a by-law polled in the history of the town. The Governor-General, Sir Wilfrid Laurier and Cabinet, and Mr. Whitney and Cabinet are to be invited to be present at the turning of the first sod, July 1. The company's principal works, docks, elevators and head offices for the Superior division will be located here.

ONTARIO LEGISLATURE

WHAT OUR LEGISLATORS ARE DOING AT TORONTO.

MOTOR VEHICLES.

Mr. Lennox's bill to amend the Act to regulate the speed and operation of motor vehicles on highways, was given its second reading and sent to the Municipal Committee. The bill provides for the numbering of cars on the sides, and gives County, City, and Town Council the authority to pass by-laws to regulate motor traffic.

ONTARIO RAILWAY.

"(1) The company may take, Graham's bill respecting the Ontario Electric Railway was amended in committee by the addition of a clause further safeguarding the rights of municipalities.

The clause reads as follows:—

"(1) The company may take, transport, and convey goods upon its railway, to be constructed under the authority of this Act, but no freight or express cars shall be hauled along any public highway for the railway to be constructed aforesaid, unless and until the size and number of cars and motors to be used therewith, and the hours of running the same have been approved by the Railway Committee of the Executive Council of Ontario, nor shall any freight service be operated on any such public highway until authorized by or except as directed by the said Railway Committee.

"(2) The company may make uniform special rates for the carriage of fruits, milk, and other perishable freight."

LOAN COMPANIES' ACT.

Mr. Gamey's amendment to the Loan Companies' Act is to enable the Attorney-General to order an investigation into the affairs of a loan company at any time. At present the Act is somewhat complicated, and difficulty is experienced in inquiring into their affairs.

STOCK SCHEMING.

It was announced that the Government would consolidate the stock companies' act, and embody the amendments proposed by Mr. Hoyle in his bill, which came before a special committee in the Provincial Secretary's office. Mr. Hoyle's amendments follow the Imperial Parliament's measure directed against the watering of stock and over-capitalization as exemplified by the Hooley some years ago. Promoters will be required to sign the prospectuses, which must embody all the facts, under a penalty of $200.

MR. GAMEY.

The first division of the Legislature occurred on Mr. Gamey's motion to rescind the vote of censure at the last Legislature. Mr. Harcourt and the Premier were the only speakers beside Mr. Gamey himself, and the vote of 60 to 21 represented the party strength of the House. There were seven pairs and three members absent.

BREWERS MUST PAY.

An important bill was introduced by Mr. Hanna to amend the Act respecting the brewers', distillers' and other licenses. He explained that it provided for the licensing of warehouses maintained by brewers and distillers in cities other than those in which their manufacturing plants were situated. These establishments had been maintained for years under the impression that they were legal, but the question of legality had been raised by a county Crown attorney. The bill proposed to legalize them and impose a substantial license fee, thereby bringing in a revenue to the province of $5,000 to $10,000. The bill merely legalized what everybody thought was already legal. The brewers had requested the passage of the Act for their own protection.

HIGH SCHOOLS ACT.

Mr. Nesbitt's bill to amend the High Schools Act, was read a second time. It provided for the striking out of the clause whereby municipalities have to pay a fee for pupils attending High schools in other municipalities.

NAME ALTERED.

Premier Whitney introduced a bill respecting the Executive Council. It changes the official name of the Commissioner of Crown Lands to "The Minister of Lands and Mines."

Another bill was also introduced by the Premier, to abolish the numbered ballot. The introduction of such a measure, it will be remembered, was promised by Mr. Whitney some time ago.

STREET LIGHTING.

Mr. Downey secured the second reading of his bill to amend the Municipal Act. It provides that a municipality may establish a plant for municipal street lighting without reference to the arbitration of the Commission bill, and that where a municipality decides to go into municipal trading in lighting, existing companies must consent to arbitrate.

INSURANCE LOSSES.

Something Must be Done to Save Companies From Ruin.

A despatch from New York says: The members of the National Board of Fire Underwriters, who met in annual convention here on Thursday, were told by President James H. Washburn that the tremendous losses sustained by the insurance companies last year and in the first four months of the present year had brought about a situation which may well cause all interest in fire insurance to stop and consider what they should do to save themselves from destruction."

Last year's losses aggregated $229,198,050, and were greater than in any other year on record. The first four months of this year have been seven conflagrations, the loss in each case running from $2,000,000 to $3,000,000.

CONDENSED NEWS ITEMS

HAPPENINGS FROM ALL OVER THE GLOBE.

Telegraphic Briefs From Our Own and Other Countries of Re-

CANADA.

A plan to spend $1,000,000 on new hospital buildings is being considered in Toronto.

Stratford will submit a by-law to grant the C.P.R. $30,000 to enter the city.

The Bureau of Mines discredits the story of rich gold finds in the Temiskaming.

Robert Proctor was acquitted at London on Saturday, on the charge of murdering Clifton Loomis.

D. C. Bean, of New York, has presented the faculty of science of Queen's University with $6,000.

Clarke & Co.'s jewellery store at Montreal was entered and robbed of $500 worth of goods, on Friday.

Toronto is to have a new bank called the Sterling Bank of Canada. Notice of application for incorporation has been given.

The death sentence of Fouquet, of Sherbrooke, Que., for the murder of his infant, has been commuted to life imprisonment.

By-laws to spend thirty-five thousand dollars for street and waterworks improvements were defeated at St. Mary's on Saturday.

Attorney-General Longley has received word that the Dominion Government have given a grant for the Dominion Exhibition in Halifax in 1906.

The Cataract Power Company is securing options on Hamilton property with a view to erecting a big electric railway station.

Shipments of wheat from Winnipeg between September 1st and April 30th, amount to 33,850,000 bushels, compared with 60,239,000 bushels a year ago.

GREAT BRITAIN.

British imports in April decreased $9,494,500, and exports increased $3,268,000.

The London Times says there is anxiety for the future in the commercial situation.

A bill to exclude undesirable aliens received its second reading in the British House of Commons.

During the torpedo manoeuvres at Barehaven, the destroyer Syren ran on the rocks and broke her back.

The banquet of the London Chamber of Commerce to the Canadian manufacturers has been arranged for June 21.

Lord Strathcona has donated five hundred pounds to the Tropical School of Medicine London, with which several Canadian physicians are connected.

The British Admiralty have decided to postpone the naval manoeuvres.

Because of unsatisfactory freight rates west of Montreal an English firm lost a large Canadian contract.

UNITED STATES.

A mutiny took place on the United States cruiser Galveston.

The Union Pacific Railway is to make a thorough test of a new gasoline motor car.

Stockholders of the Union Pacific Railway have approved of the issue of $100,000,000 preferred stock.

John Wanamaker of Philadelphia has given $100,000 for the Young Men's Christian Association buildings at Pekin, Seoul and Kyoto.

GENERAL.

The teamsters' on strike in Chicago must either yield or call out workmen in affiliated unions.

The French cable connecting Cadiz, Spain, with Tangier provided for by the French-Spanish convention, has been completed. The cable belongs to the French Government, and constitutes, it is considered, another step towards the consolidation of French interests in Morocco.

ONE HUNDRED AND SEVEN.

Addison Smith of Shrewsbury, Ont., Still Hale and Active.

A despatch from Chatham says—This is the one hundred and seventh anniversary of the birth of Addison Smith of Shrewsbury, Rond Eau Bay. Mr. Smith enjoys the distinction of having lived in the eighteenth, nineteenth and twentieth centuries. He is the father of 29 children, is blessed with second eyesight, and is still active in body and mind.

AN EXCHANGE OF QUARTERS.

Before the Suez Canal was opened St. Helena was a frequent port of call for English vessels bound to and from India and the farther East, following this custom, which was caused by the need of obtaining supplies for the long voyage, the ship in which the Duke of Wellington, then Sir Arthur Wellesley, was returning to England from India touched at the island, and he spent one night at Jamestown at the house of Mr. Balcom.

Ten years after Napoleon Bonaparte landed to begin his nearly six years of dreary exile, and was assigned to the same room which his conqueror at Waterloo had occupied. This strange coincidence came to the knowledge of the duke at Paris during its occupation by the allied troops, and he wrote the following letter to Admiral Malcolm, then commanding at St. Helena:

Paris, April 3, 816.

My Dear Malcolm,

I am very much obliged to you for Mr. Simpson's book, which I will read when I have a moment's leisure. I am glad you have taken the command at St. Helena, upon which I congratulate you. We must never be idle if we can avoid it. You may tell "Bony" that I find his apartments at the Elisée Bourbon very convenient, and that I hope he likes mine at Mr. Balcom's. It is a droll sequel enough to the affairs of Europe that we should change places of residence.

I am yours most sincerely,

WELLINGTON.