

DEATH AND DESTITUTION

Despatches From London and Paris Tell of Fearful Havoc of Gale and Wind.

A despatch from London says: Partial returns received on Thursday from European seaports show that fully 200 vessels, mostly small fishing craft, have been lost in the storm of the last 48 hours, and that there has been loss of life in the sinking of at least half of these boats.

Italy, Spain, Germany, and the Scandinavian countries all report tremendous loss in property and life, with a greatly increased death toll feared from the isolation of many towns by high water and snow blockades. The situation is the most appalling that Europe has known in many years.

PARIS PARTLY AFLOAT.

A despatch from Paris says: With the thermometer below freezing point and the relentless river Seine continuing its devastating progress toward the top of the retaining walls, Paris awoke on Thursday to what may prove the most terrible day in her history, aside from the crisis presented by war.

Miles of her boulevards, one of the city's chief points of pride, have been washed away; many of the most notable structures in the city, to see which travelers have been wont to come from the corners of the earth, have already suffered heavy loss and are in danger of collapse; fifty thousand are homeless and subsisting on scant provisions furnished by the city, the industrial life of the city is completely suspended, and the one thought in the minds of the people is the imminence of a staggering calamity that may yet come, if the Seine continues to rise.

For once Paris has been sobered. The gay mood that permitted the people to look on the flood in its early stages as a spectacle for their entertainment has departed, and grim fear is now in the hearts of everyone, and is plainly written in the faces of all.

Every subway in Paris—and Paris has more underground tunnels of one sort and another, than any city in the world—is now flooded. This is the cause of the enormous damage, a damage that in Paris alone is likely to run over \$100,000,000. These subterranean rivers have caused the collapse of scores of streets, and are responsible for the water that now stands in varying depths over nearly half of the city.

Engineers declared on Thursday that if the waters immediately subside, it will take two years to repair the damage done in Paris' underground world.

Police and soldiers are literally driving hundreds of the poor from their homes in the inundated sections. Scores of these houses have already tumbled in.

Public halls, churches, school buildings, and even such magnificent structures as the Pantheon are being converted into refuges for the poor. Through the co-operation of the police, soldiers and Red Cross societies the thousands of destitute are being fairly well fed. Owing to the scarcity of food, coffee and rolls are the principal items in the rations. Huge coffee boilers are steaming on many of the street corners.

Early on Thursday the police found a woman, driven insane by the flood, and her five small children almost frozen on the top of the Butte Chaumont in Park Hill. Her case is but typical of hundreds of others.

Future provision for the thousands who have been rendered absolute destitute by the flood presents a serious economic problem, though just now the authorities are concerned wholly with the present. It is a question of saving life now.

A WEIRD SPECTACLE.

On Friday night the city presented a weird spectacle, the soldiers, sailors, firemen and police hastily constructing temporary walls by the light of camp fires and torches in an endeavor to keep out the invading floods, while pickets patrol those sections of the city which are plunged in darkness by the bursting of the gas mains and the stoppage of the electric light plants.

The situation in the Place de l'Opera is grave. The entire territory has been roped off as unsafe. It is said also that the new Equitable Life Assurance building is in danger of collapse.

BLOWING UP THE STREETS.

The devastation has now penetrated the very heart of Paris; the gorges, rivers and sewers underneath are literally blowing up the streets, and the area of the surface overflowed by the water of the Seine has been doubled. Twelve of the twenty-five bridges over the river have been closed, and the quays on either side from one city to the other are either inundated or have been roped off as unsafe.

The Esplanade Des Invalides is a sheet of water. The turbid flood has crept back almost to the Jardin du Luxembourg on its left bank and invaded the Place de la Concord, which is closed and guarded by soldiers, and the lower Champs Elysees on the right bank.

Disaster followed disaster during the day. A gaping chasm opened in the lower Champs Elysees, engulfing a cart and two men. One of the men was rescued, but the other with the horse was swept away to his death.

A CITY OF SLIME.

Papers are filled with pages of pitiful and terrifying details. War would hardly play such havoc. The city of light has become a city of slime filled with muddy waters. Business is almost at a standstill, and the hotels are crowded with persons who have fled from inundated homes.

The prices of necessities are advancing by leaps and bounds as the paralysis of transportation facilities entering the city extends. Within the city there is practically no means of transportation except by cabs and taxi-autos, the owners of which charge fabulous prices.

FLOODS RECEDE

While the most imminent peril is over, the fall of the Seine since Sunday morning has only measured 15 1/2 inches. At this rate it would require a fortnight for the river to reach its normal level. Fortunately, tidings from the flooded sections above Paris give hope of a more rapid subsidence.

In the meantime, the situation in Paris and in many places throughout the country, shows little improvement. Indeed, the ravages of the flood within the city seemed actually to increase on Sunday. The water was higher in some parts, while the situation at the inundated towns between Paris and St. Germain was distinctly graver.

A stream of water 12 feet deep was rushing through Grennevillees and Colombes, making the work of rescue more difficult. Several of the houses collapsed, and many persons were taken off the roofs of their homes, where they had been clinging for days.

Hundreds are reported without food or shelter, and all day an army of troops and civilians worked in the flooded territory distributing provisions by boats to the thousands of victims who refused to quit their homes.

EIGHT WERE KILLED.

A Bad Wreck on an English Railway Line.

A despatch from London says: One of the most serious railway accidents in England since the disaster to the steamer train at Salisbury in July, 1906, occurred at Stoot's Nest Station, near London, on the London and Brighton Railway on Saturday afternoon. Eight dead and about thirty injured were taken from the wreck. Two third-class and a Pullman of a train from Brighton, travelling at a speed of forty miles an hour, crashed into the station. The third-class cars were completely wrecked and a part of the building was demolished. The Pullman was thrown violently into the air, but was comparatively little damaged. Its passengers escaped with minor injuries.

COMET "A" OF 1910.

Must Not be Confused With Halley's Comet.

A despatch from Shanghai says: The new comet discovered in Johannesburg, South Africa, which is known as "Comet A of 1910," and by many has been confused with Halley's comet, was sighted by the observatory here on Wednesday night. It was seen about one hour and fifty minutes before the appearance of the planet Venus.

THE WORLD'S MARKETS

REPORTS FROM THE LEADING TRADE CENTRES.

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

BREADSTUFFS.

Toronto, Feb. 1.—Flour—Ontario wheat 90 per cent. patents, \$4.30 to \$4.35 in buyers' sacks on track, Toronto, and \$4.20 to \$4.25 outside, in buyers' sacks. Manitoba flour, first patents, \$5.70 on track, Toronto; second patents, \$5.70 on track, Toronto; second patents, \$5.20 to \$5.30, and strong bakers', \$5 on track, Toronto.

Manitoba Wheat—No. 1 Northern, \$1.13, Bay ports, and No. 2 Northern, \$1.11 1/2, Bay ports.

Ontario Wheat—No. 2 mixed \$1.07, and No. 2 white and red \$1.08 outside.

Barley—No. 2 57c outside; No. 3 extra, 55c; No. 3 at 50 to 52c, and feed, 48c outside.

Oats—No. 2 Ontario white, 37 to 38c outside, and 40 to 40 1/2c on track, Toronto. Canada West oats, 42 to 42 1/2c for No. 2, and 41 to 41 1/2c for No. 3, Bay ports.

Peas—85 to 86c outside.

Rye—No. 2, 66 to 67c outside.

Buckwheat—53c high freights, and 54c low freights.

Corn—New kiln-dried, 76 to 77c, and No. 3 new yellow selected, 73 1/2c, Toronto freights.

Bran—\$22 in bags, Toronto, and shorts, \$23.50 in bags, Toronto.

COUNTRY PRODUCE.

Apples—\$2.50 to \$4 per barrel, according to quality.

Beans—Car lots outside, \$1.65 to \$1.70, and small lots here at \$1.90 to \$2.

Honey—Combs, dozen, \$2.25 to \$3; extracted, 10 1/2c per lb.

Baled Hay—No. 1 timothy, \$13.50 to \$14, and No. 2 at \$12 to \$12.50 on track, Toronto.

Baled Straw—\$7.50 on track, Toronto.

Potatoes—47 to 50c per bag on track for Ontarios.

Poultry—Turkeys, dressed, 17 to 18c per lb; ducks, 13 to 15c; geese, 12 to 13c; chickens, 13 to 14c, and fowls, 10 to 11c.

THE DAIRY MARKETS.

Butter—Pound prints, 22 to 23 1/2c; tubs and large rolls, 21 to 22c; inferior, 18 to 20c; creamery, 27 to 28c, and solids, 26 to 26 1/2c per lb.

Eggs—Case lots of new laid, 33c per dozen, and storage, 25c per dozen.

Cheese—12 1/2c per lb. for large, and at 13c for twins.

HOG PRODUCTS.

Bacon—Long clear, 14 1/2 to 15c per lb in case lots; mess pork, \$27 to \$27.50; short cut, \$29 to \$29.50.

Hams—Light to medium, 15 1/2 to 16c; do., heavy, 14 1/2 to 15c; roils, 14 to 14 1/2c; breakfast bacon, 17 1/2 to 18c.

Lard—Tiorces, 15 1/2c tubs, 16c; pails, 16 1/2c.

BUSINESS AT MONTREAL.

Montreal, Feb. 1.—Oats—No. 2 Canadian Western, 45 to 45 1/2c; No. 2, 44 to 44 1/2c; Ontario No. 2, white 43c; Ontario No. 3 white, 42c; Ontario No. 4 white, 41c. Barley—No. 2, 68 to 69c; Manitoba feed barley, 53 to 55c. Flour—Manitoba Spring wheat patents, firsts, \$5.80; do., seconds, \$5.30; Winter wheat patents, \$5.50 to \$5.60; Manitoba strong bakers', \$5.10; straight rollers, \$5.10 to \$5.20; straight rollers, in bags, \$2.40 to \$2.50. Feed—Ontario bran, \$22.50 to \$23; Ontario middlings, \$23.50 to \$24; Manitoba bran, \$22; Manitoba shorts, \$23; pure grain mouille, \$31 to \$33; mixed mouille, \$27 to \$29. Cheese—Westerns, 11 1/2 to 12c, and easterns, 11 1/2 to 11 3/4c. Butter—Choicest creamery, 25 1/2 to 26c, and fresh receipts, 24 to 25c. Eggs—Selected new laid, 33 to 40c; selected No. 1 stock, 30 to 32c, and No. 1 candled 27 to 28c per dozen.

UNITED STATES MARKETS.

St. Louis, Feb. 1.—Wheat, May, \$1.11 1/2; January, \$1.00 1/2.

Duluth, Feb. 1.—Wheat—No. 1 hard, \$1.13 1/2; No. 1 Northern, \$1.12 1/2; No. 2 Northern, \$1.10 1/2; May, \$1.12 1/2 bid; July, \$1.12 1/2 nominal.

LIVE STOCK MARKETS.

Montreal, Feb. 1.—Prime beefs sold at 5 1/4 to 6c per lb.; pretty good animals, 4 to 5c; common stock, 2 1/4 to 4c per lb.; large milch

THE FINANCES OF ONTARIO

Statement of the Treasurer Laid Before the Legislature.

A despatch from Toronto says: Ontario's revenue for the fiscal year of 1909 which was only 10 months, totalled \$7,477,924.94, while the expenditure was \$7,546,540.40. The changing of the fiscal year to end on October 31 last year thus cutting out the two chief revenue-producing months of the year is responsible for this deficit.

The chief items of revenue are subsidies from the Dominion Government, \$2,128,772.08; interest on investments, \$102,766.22, as compared with \$64,931.68 last year.

Lands, forests and mines, \$2,028,224.48, as compared with \$2,430,429.38. From licenses, \$353,929.06, as compared with \$577,771.11 last year; from law stamps, \$83,155.55 as compared with \$95,695.15 last year; from game and fisheries \$8,347.35 as compared with \$101,052.56; agriculture, \$104,956.42 as compared with \$87,722.05 last year; from succession dues, \$618,049.02 as compared with \$1,134,898.88; T. and N. O. earnings, \$550,000 as

compared with \$350,000 last year. From corporations there was collected in taxes \$719,148.09 as compared with \$695,482.31 last year.

Civil government for the past fiscal year of ten months cost \$457,880.64; legislation, \$221,221; administration of justice, \$539,124.19; education, \$1,452,162.11; public institution maintenance, \$906,311.06; Central Prison industries, \$48,484.22; colonization and immigration, \$34,203.84; agriculture, \$493,410.19; hospitals and charities, \$340,589.92; colonization roads, \$449,209.66; charges on crown lands, \$503,296.81; commutation volunteer veterans' land grants, \$8,050.

Payments on open accounts were:—Hospitals for Insane, \$160,906.55; Mercer Reformatory, \$6,656.47; Central Prison, \$3,525.04; Osgoode Hall, \$21,665.23; Normal schools, \$37,441.18; Agricultural College, \$12,269.58; common school lands, \$4,377.76; criminal investigations, \$3,890.18; aid to railways, \$35,000.

cows, \$65 each; other cows, \$30 to \$55 each. Calves, 3 1/2 to 6c per lb. Sheep, about 4 1/2c per lb; lambs, 6 1/2 to 6 3/4c. Good lots of fat hogs about 9c per lb.

Toronto, Feb. 1.—The top-notch price paid for picked steers of the export class was \$5.85, and these were bought for local killing; \$5 to \$5.50 was the prevailing price for good to choice butchers'. Stockers and feeders were strong, one straight load averaging 960 lbs. selling at \$5.15. Milkers and springers were steady at recent quotations. Calves were firm. Sheep and lambs steady, with a tendency to weaker prices for lambs. Hogs unchanged at \$8.25 f.o.b. and \$8.50 fed and watered for selects.

MANY MORE WARSHIPS.

Great Britain's Naval Estimates Provide Large Additions.

A despatch from Portsmouth says: In well-informed naval circles it is understood that the next British naval estimates will provide for four Dreadnoughts, two armored cruisers, twenty-four torpedo-boat destroyers, ten submarines, and 5,000 additional men.

ECHO OF RAILWAY WRECK.

Geo. Tees, Bereaved by C. P. R. Disaster, Loses Wife.

A despatch from North Bay says: On Friday morning a casket left North Bay for Bruce Mines, accompanied by George A. Tees, of Cochrane. The casket contained the body of his wife, who died in North Bay hospital on Thursday, and as the train passed over the Spanish River bridge his mind was tortured by memory of the calamity which happened at the same hour of the same day, one week ago, when his little daughter, Clara and his father-in-law went down to death with other victims of the wreck. Unable to attend the funeral of his only daughter or father-

in-law, he sat by the bedside of his dying wife till the end. Mrs. Tees was only twenty-five years of age and was operated upon only a few days before the accident, of which she was kept in ignorance.

REACHING TO THE COAST.

Track-Laying on the Grand Trunk Pacific.

A despatch from Montreal says: At the G. T. P. offices figures have been given showing that 923 miles of steel are now down on the main line west of Winnipeg. This is more than half way from Winnipeg to the coast. Taking off a hundred miles on the west end, where steel is being laid now, and adding it to the finished line, would make 1,023 miles of track down, out of 1,750 miles west of Winnipeg, leaving only a little over 700 miles of road to be completed to open the way to Prince Rupert.

KEEP LIQUOR OUT.

Proposal to Regulate Transportation in Canada.

A despatch from Ottawa says: In the Senate on Tuesday Sir R. W. Scott introduced a bill to regulate the transportation of intoxicating liquors, forbidding any transportation company or individual to carry liquor into any Province, county, city, or municipality which has declared for prohibition for use in such places. An exception is made, allowing an individual to bring in liquor to the amount of five gallons for his own use. There is another exception in favor of Provinces to enable liquor to be taken in for sale under medical prescriptions or for industrial purposes.

The family of J. Kurtzman of Hamilton had a narrow escape from their burning house on Sunday morning. Three hundred dollars in money and some jewellery was included in the loss.

LIFE SAFEST IN CANADA

There Are Fewer Murders, Proportionately Here Than Elsewhere.

A despatch from Ithaca, N. Y., says: While optimistic over the future of this country, Dr. Andrew D. White, former President of Cornell University, and ex-Ambassador to Germany and Russia, sees grave danger in the prevalence of crime, especially murder, which continues in this country. He finds that homicide is forty-three times greater in the United States than in Canada, while it is seven times greater than in Belgium, which he considers the worst country in Europe. The average criminal, he continued, serves but seven years of a life sentence, while one out of 64 murderers is convicted.

"The number of felonious homicides per year per million of population for various countries is as

follows," Dr. White said:—"Canada, 3; Germany, 4 to 5; England and Wales, 10 to 11; France, 10 to 15; Belgium, 16; United States, over 129. These figures are based on an average taken for eight years. Yet I am not a pessimist. I believe that the world is better today than it ever was before, I believe that in the future it will be better than it is to-day."

In answer to the argument that punishment of crime does not stop the crime, he gave instances of so-called "epidemics" or murders which were stopped at once by the hanging of several of those found guilty. Dr. White had little sympathy for what he called the pseudo-scientific theory that crime is a disease. "The truth of the matter is that crime is crime and disease is disease," he said.