THE NEWS IN A NUTSHELL

THE VERY LATEST FROM ALL THE WORLD OVER.

Interesting Items About Our Own Country, Great Britain, the United States, and All Parts of the Globe. Condensed and Assorted for Easy Reading.

CANADA.

Negotiations are in progress with an established tobacco factory with a view to its removal to Chatham.

The Hudson Bay Company has shipped a carload of Canadian horses to the New Zealand Government.

The Hoepfner Refining Company, of Hamilton, will increase its works and double its capital stock, now $600,000.

Owen Sound is to be the headquarters of another steamship line, which will compete for the Sault Ste. Marie and north shore business.

A labour convention at Vancouver has decided to petition the Provincial Government to adopt the law of compulsory arbitration in cases of industrial disputes.

The Minneapolis and Ontario Bridge Company, with a capital of $3,000,000, will build the international bridge over Rainy river for the Port Arthur, Ontario and Western Railway, now building between Port Arthur and Winnipeg.

The directors of the Bank of Montreal have subscribed 2,000 guineas, equal to $10,000, on behalf of the bank, and among themselves personally 1,500 guineas, or $7,500, making $17,509 altogether, towards the patriotic fund being raised in Great Britain for the sailors' and soldiers' families and other sufferers from the war.

The Mattawan Iron Co., will agree for a bonus of $25,000 from the town of Fort William, to erect within its limits two furnaces capable of smelting 60 tons of copper ore per day, also for a bonuus of $50,000 the company will erect a charcoal iron blast furnace with a capacity of 50 tons of pig iron per 24 hours, both industries to be exempted from taxation for a period of ten years.

GREAT BRITAIN

The body of the Duke of Westminster has been cremated.

Baron Ludlow, a judge of the Court of Appeal, is dead at London.

Lord Bennet, who succeeds to the title of Earl of Tankerville, is an evangelist.

Dr. Benjamin F. C. Costelloe, one of the best known of English educationists, is dead at London.

Eight persons were killed and many injured in railway wrecks in England last week, caused by fog.

Preparations are in progress in England and America for the celebration in 1901 of the milennial anniversary of the death of King Alfred the Great.

UNITED STATES.

Buffalo, N.Y., is to have a union station to cost $1,500,000.

Commercial failures in the United States last week numbered 220, against 258 a year ago.

Twenty bodies have been recovered from the Baznell mine disaster near Brownsville, Pa.

Four men were killed in a wreck on the Northern Pacific Railway near Missoula, Montana.

F. B. Livingston, a blind war veteran of Baltimore, is held there for the murder of his wife.

John M. Brown, aged 166, and for 28 years an inmate of the Mercy Hospital, Chicago, is dead.

It is said the Molineux trial in New York will be the most expensive homicide case ever tried in the country.

Prof. James Munyon will establish at Philadelphia an industrial school for orphaned girls at a cost of $2,000,000.

Hot sulphur geysers have appeared near San Jacinto, Cal., since the destruction of that village by earthquakes.

Four men were killed and several injured in a wreck on the Northern Pacific Railroad, six miles east of Bear Mouth, Mont.

Ivan Demisewich, a Russian, killed himself in San Francisco, fearing he would be murdered "for his failure to attempt the life of the Czar."

Over 225,000 is to be paid out in New York, Boston, and Philadelphia by the Government early in the new year as interest and dividend payments.

John Gillies, a Chicago detective, was run over and probably fatally injured by a train at Chicago on Tuesday. He said two men threw him under the train.

Aaron Wolfsohn has returned to the Chicago agent of a New York life insurance company $10,000 paid out by the company to his heirs under the belief that he had died at Los Angeles, Cal.

GENERAL.

The wife of Aguinaldo, the Filipino leader, is dead.

Miners and lace workers in France are demanding higher wages and shorter hours.

The bubonic plague prevails at the capital of the French penal colony of New Caledonia.

Terrific storms have caused great damage to shipping, and loss of life, on the Black Sea.

Herr Fritz Plauk, the noted singer, was fatally injured by a fall in a theatre at Carlsruhe.

The Empress of China wants some one to kill the reformer, Kan-Yu-Wei She has offered a reward.

Two American clowns were killed by the fall of a trapeze in Paris Saturday. They were twin brothers.

The Manchurian section of the Siberian railway is completed. German firms have secured the contracts to build steamers to run from Talienwan to Vladivostock and Yokohama.

The French Government will rent the mansion in Paris formerly occupied by the late Dr. Evans, the wealthy American dentist. The nation's guests will use it during the Exposition.

A Georgetown, Demerara, despatch says the Demerara Electric Co.'s application to construct and operate electric tramways and lighting plants there has been granted. Sir Wm. Van Horne, Senator Drummond and others are interested.

MARKETS OF THE WORLD.

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

Toronto, Jan. 2.—Wheat— Outside markets were about steady. Locally there was no change in the situation. Trade is very dull. Red and white Ontario is quoted at 65 to 67c, according to nearness to the mill; goose wheat, 70 to 70 1-2c, middle freights; and 69 1-2c, north and west; and spring, east, 65c. Manitobas steady; No. 1 hard, g. i.t., 77c; and Toronto, and west, 76c; and track, Midland and Owen Sound, 73c.

Flour—Dull and easy. Exporters bid $2.55 per bbl. for straight roller in buyers' bags, middle freights; and holders ask $2.70.

Millfeed—Scarce. Bran is quoted at $12 to $12.50, and shorts at $14 to $14.50, west.

Corn—Dull. No. 2, American yellow, quoted at 41c, track, Toronto, and mixed at 40 1-2c. Canadian corn dull at 39 1-2 to 40c track, Toronto.

Peas—Quiet. Car lots are held at 57c, north and west, and at 58c, east. Export enquiry dull.

Barley—Demand quiet. Car lots of No. 2, middle freights, sold at 38c; and No. 1 was quoted at 40c.

Rye—Demand light. Car lots, 49c west, and 50c east.

Oats—Easy and quiet. White oats, 25c, north and west; 25 1-2c, middle freights; and 26c, east.

Buckwheat—Easy. Car lots, east, 49c asked, and west, 48c asked.

Oatmeal—Rolled oats, in bags, track, Toronto, $3.25, and in wood, $3.35 per bbl.

Chicago, Jan. 2.—The firmness of Liverpool and the decrease in the world's visible came as a support to the wheat market to-day, May closing 1-4 to 3-8c over yesterday; corn closed 1-4c, and oats, 1-8c, lower; provisions, 10 to 17 1-2c higher. Bradstreet's decrease in the visible of 753,000 bushels was a steadying influence late in the day.

Toledo, Jan. 2.—Wheat—No. 2 cash, 69 1-2c bid; December, 69 1-2c; May, 73 1-2c. Corn—No. 2 mixed, 31 1-2c. Oats—No. 2 mixed, 24 1-2c. Rye—No. 2 cash, 56c. Cloverseed—Prime, cash, old, $4.80; December, $5.60; March, $5.70 asked.

Minneapolis, Jan. 2.—Wheat — In store, No. 1 Northern, December, 64 3-4c; May, 66 1-2 to 66 5-8c; July, 65c; on track, No. 1 hard, 67c; No. 1 Northern, 65 1-2c; No. 2 Northern, 62 3-4c.

Buffalo, Jan. 2.—Spring wheat — Nothing doing. Winter wheat — Held above buyers' views; No. 2 red, 71 1-2c; No. 1 white, 70 1-2c. Corn—Firm; No. 3 yellow, 35 1-2c, bid; No. 4 yellow, 35c; No. 3 corn, 34 3-4 to 35c; No. 4 corn, 34 1-4 to 34 1-2c. Oats — Firm; No. 2 white, 29c; No. 3 white, 28 1-2c; No. 4 white, 28c; No. 2 mixed, 26 3-4 to 27c; No. 4 mixed, 26 1-2c. Rye — No demand; No. 2 in store, 58c. Flour—Firm; good demand.

Chicago, Jan. 2—Flaxseed closed: North-Western and South-Western, cash, $1.49 1-2; December, $1.48 bid; May, $1.43 3-4; Duluth, to arrive, $1.39 cash, $1.41 1-2 bid; December, $1.41 1-2; May, $1.43.

Detroit, Jan. 2.—Wheat closed:—No. 11 white, cash, 70 3-4c; No. 2 red, cash, and December, 70 3-4c; May, 73 7-8c.

GLADSTONE'S COURTESY.

One Incident in the Life of the Grand Old Man.

An incident which occurred at Penmaenmawr, in the summer of 1890, is told as a beautiful example of Mr. Gladstone's courtesy.

About twelve hundred feet up the mountain was a small farmstead at which resided a woman more than seventy years old, who brought her weekly stock of provisions in a large basket up the steep ascent from Llanfairfechan village.

One hot Saturday, soon after beginning the climb, she sat down to rest. Mr. Gladstone, who was sojourning in the neighborhood, was making the same climb, when he saw her, and the two entered into conversation. She chatted freely, and detailed the contents of her basket, whereupon Mr. Gladstone lifted it, and finding it heavy offered to carry it for her.

The offer was accepted, and the veteran statesman bore the basket to the whitewashed cottage, near the summit. A party of tourists, approaching from the Druids Circle Pass, respectfully saluted Mr. Gladstone, who, having set his load down at the old woman's door, strode vigorously across the mountain pass to Panmaenmawr.

"Did you know it was Mr. Gladstone who carried your basket?" inquired one of the party.

"No, indeed; I don't know Mr. Gladstone," replied the old woman. "But I know he is a kind gentleman, whoever he is."

Agricultural

CORRECT FEEDING.

Every class of domestic animals have been subjected to scientific study in order to find or establish a balanced ration that will furnish the necessary food elements in the proper combinations, and at a reasonable price. In this particular work the Agricultural Experiment Stations have conducted many important experiments but very few of them have been in the poultry line, and a person seeking information on this question must therefore accept the results of individual experiments or abide by the theories promulgated by individuals.

These may be and doubtless are in most cases as reliable as the Station work, but the fact that very few people outside of the educational and experimental institutions are qualified to make the correct tests, analyses, etc., renders it hard to obtain the results of any carefully conducted experiments.

Of course the same general rules should be used in the preparation of foods for poultry as for other animals, giving due consideration to the differences in the powers of digestion and assimilation, as well as in the chemical composition of the product, and likewise of the foods. Having narrowed the experiment to apply only to poultry we shall see other important points claiming attention, such as the structure of different breeds, their habits, etc., and the theory will be proven by what has already become an established fact, that the sprightly, active Leghorn requires different feed than does the massive, docile Brahma.

The general principles of feeding have been outlined by Professor Cushman as follows:

Certain food elements are required to sustain life and renew the various parts. If more food is given than is required for this it is stored up in the body for future use or used in reproduction. The product of poultry is simply the surplus food that has been well digested and assimilated. The more food the fowl can assimilate the greater the product, if the right materials are given. Food is made up of carbonaceous, nitrogenous, and mineral matter, besides the water it contains. Starch, fat and sugar are carbonaceous foods. Lean meat, white of an egg, the curd of milk and the gluten of grains are classed among the nitrogenous foods.

The mineral matter is found in the whey of milk, in bones, in all whole grains and usually in combinations with nitrogenous foods. The digested carbonaceous material, after passing into the blood of an animal, is used to produce heat and force; it is oxygenized or gradually burned and sustains activity and energy. If there is a surplus it is stored up as fat and is drawn upon when needed, when the supply in the blood is deficient. The nitrogenous material goes to replace worn out tissue, muscle, etc., while the mineral matter furnishes the materials for the bones and to replace nerve waste, etc. Fat and mineral are also present in muscle to a certain extent. Bone and the tissues of the body contain all of these elements to a certain extent, but each predominates in the parts mentioned.

The carbonaceous material is to the animal much like what coal is to the locomotive. The nitrogenous matter might be compared to the steel and iron of which the locomotive is made, and the nervous system of the animal to the engineer who starts or stops the engine and controls it. It takes some coal to get up steam and keep it up if the locomotive does not move. It takes much more to move a heavy train. The wear and breakage due to high speed requires more extensive and frequent repairs of the locomotive machinery. If the engineer gets drunk or falls asleep, or the animal's nervous system is not sustained, something serious happens. If you pile coal into the engine's boilers and it stands on the track, there will be a blow off of steam without any work being done.

This will continue as long as the coal and water supply holds out. The engine's reserved supply of carbon is in its tender. That of the animal in its fat. If we feed an animal too much carbonaceous material it can store it up for a time and get it out of the way, but its muscles and nervous system are not properly fed and become weak. As the muscles are not properly repaired their place is taken by the surplus fat. The animal then gains in weight, but loses in nerve force, muscular strength and vigor.

If we feed an excess of nitrogenous and mineral matter and not enough carbonaceous food, the animal becomes lean, active and restless, its muscles become harder and larger. The stores of fat in the body, like the coal in the locomotive tender, are used up to furnish heat while the nitrogenous food is stored as lean flesh. If we go too far in this direction, so authorities tell us, the blood becomes overloaded with nitrogenous matter and the liver and kidneys are overtaxed in removing it, the system becomes clogged and this is worse for it than too much fat. The animal may lose its power of digestion and waste away with fever or die of bowel trouble or nervous derangement. We are also taught by the authorities that there must be enough mineral matter or phosphates in the food. If enough of the other elements are fed but mineral phosphates are lacking, the nervous forces are starved, the blood becomes impoverished, and the food is not digested or properly distributed.

An animal can take care of an excess of any one of these elements occasionally, without injury, but if given continuously they may receive more than can be stored up or excreted. If we feed heavily and the proportion are not right, the animal will have to eat too much of the elements in excess to get what it must have of what is lacking. The heavier we feed the more important it is that we give the proper proportions. If we do this we have what is called a balanced ration. The more perfect the balance the animal can eat and digest with benefit, the greater the product.

Experimenters find that a comparatively small amount of mineral matter is necessary in the food, and that there should be several times more carbonaceous than nitrogenous matter, and that the proportions required will vary. If inactive less nitrogenous matter is required. The greater the muscular action the greater the amount that is needed. The colder the temperature the more carbonaceous material the inactive animal needs. When passive, simply eating and keeping warm in a cold barn an ox will use up twelve times as much heat producer as tissue and muscle repairer. If he works he needs more muscle repairer and less heat producer, because the muscle that is destroyed by work is oxygenized and also produces some heat and force. It is not so good a fuel, but it contributes something. A growing animal wants more muscle and tissue building material in proportion than a mature animal will that is equally as active.

THE MODERN FARMER.

The popular idea that a farmer works harder than men in other industrial callings is not true as applied to the work of the year, writes Waldo F. Brown. To be sure, he has some days of hard work, but not one in this day of improved machinery to where there were ten in the old days of hand labor, and the winter is a season of rest to him, and the great variety in his work relieves it of that wearisomeness which accompanies so many kinds of manual labor. Then the healthful conditions under which his work is done out of doors in the pure air are largely in its favor. The farmer is never haunted with the fear of losing his place, and when hard times come he is not found walking the streets day after day, looking for work, while the provisions in the larder run low and actual want stares his family in the face. But the farm not only always furnishes work, but also an abundance of supplies of the very best kind, so that in the hardest times he lives on fresh eggs, yellow legged chickens, milk, butter and cream and choice meats and vegetables of his own production, and if out of debt he hardly knows the meaning of the term "hard times."

TELEGRAPHY ON THE CONGO.

It Is Now in Operation for More Than 800 Miles Up the River.

A cablegram from the Congo the other day said the telegraph had been stretched along the river as far as Equatorville, the station on the left bank of the river where the equator crosses the Congo. There is now telegraphic communication from Banana, at the mouth of the river, to every station of the Free State for 830 miles inland. The line is to be pushed right up the river until it places all the white stations on its banks in communication with one another.

We can scarcely imagine how steam and electricity have revolutionized business affairs on the lower and middle Congo in the past two years. When a package of freight arrived at the mouth of the river for Equatorville in 1897 it had to be carried for about three weeks on the back of a porter before it was placed on a steamer going to Equatorville. It was at least twenty-four days on the way from the mouth of the river. To-day the package is carried by steam all the way, and though neither trains nor steamboats run at night and their rate of speed is low, it takes only five days to move the freight to Equatorville. In other words, nearly four-fifths of the time required two years ago is now saved, and the instant it reaches its destination the news of its arrival may be flashed to the point where it entered Africa.

If this telegraph line and the cable connecting it with Europe had been in operation about twenty-two years ago we might have read in our morning paper of a wonderfully interesting event that occurred the day before, a few miles above Equatorville. The despatch would have told of hundreds of war canoes of the fierce Bangala cannibals giving hot chase to two white men and a handful of blacks who were paddling for their lives down the river. It would have described the showers of arrows that were sent after the fugitives, and the savage howls of the pursuers, who cried "Meat! Meat!" and "You will fill our cooking pots!" as they bent to their paddles. It would have told of the moment when the fellows in front seemed doomed as the Bangala canoes drew nearer and nearer, till all of a sudden there was a blaze of musketry, and another and another, while the hills reverberated with the noise, and many a black pursuer tumbled out of his canoe, struck down in some mysterious way, and the last paragraph would have told of the retreat of the savages, who cried, "Go and die down the river!" as they turned homeward, wanting no more fight that day with men who used thunder and lightning as weapons.

In short, the wires would have flashed the news of Stanley's hardest fight as he descended the river. It was months before he reached its mouth, and his party nearly perished of hunger in the cataract region. South Africa is moving more rapidly than any other part of the world, for, like an infant, it has had all growth to attain and everything to learn.

A DWARF QUEEN.

Probably the smallest monarch in the world reigns over the Hindoo vassal state of Bhopaul, and governs a people of more than 1,000 000 souls. This dwarf is a woman, Djihan-Begum by name, but, although she is about 50 years old, she does not appear larger than a child of 10. Her diminutive size does not prevent her, however, from holding the reins of government with a firm hand, and in her realm quiet and order are supreme.

FAVORITE PERFUMES.

A great many well-known men and women have been fond of different scents, as is historically known, but it is hard to say how far their characters fit in with this new idea. For instance, Nero loved the scent of roses, whether distilled or from the freshly-cut flowers; Louis XIV. delighted in the perfume of orange flowers; while Richelieu liked a different scent in each of the rooms; the Empress Josephine soaked her things in musk; and Napoleon is said to have emptied a whole bottle of eau-de-Cologne over his clothes when he was dressed; Victor Hugo rejoiced in wild flowers; Alexandre Dumas loved the flowering myrtle, and Charles Dickens adored white jasmine.