

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.

Manitoba elections take place July 21st. Dr. Demottigny, recorder, of Montreal, is about to resign his position.

The employees of the Ontario Rolling Mills, Hamilton, will form a union.

The new C. P. R. swing bridge at the Canadian Soo has been opened for traffic.

A London, Ont., boy named Frank Bill was fatally injured while attempting to board a moving train.

Manitoba land is in good condition and seeding is general. There will be 25 per cent. more land under cultivation this year than last.

Montreal has a sensation in John Tallon, a 6-year-old lad of Point St. Charles, who cures paralysis or rheumatism by laying on his hands.

Electric headlights will be introduced on the Grand Trunk and Canadian Pacific this summer, thus following in the steps of some of the largest railways in the United States.

Miss Maud Walsh, formerly of Kingston, Ont., has received \$25,500 from the New York Central Railway for injuries received in a recent accident. She lives in Philadelphia.

From present indications the amount of customs collected at the port of Winnipeg for the fiscal year, closing on June 30, will be about \$1,000,000. Last year it was about \$900,000.

Mr. H. D. Lundden, consulting engineer of Montreal, is in Winnipeg for the purpose of making an estimate of the cost of double-tracking the C. P. R. between Winnipeg and Fort William.

There is a possibility of trouble between the iron masters and iron masters of Montreal, the Iron Molders' Union having made a demand on their employers for a minimum wage of \$1.50 a day.

Miss Gertrude Metcalfe, daughter of Warden Metcalfe of the Kingston Penitentiary, has been appointed assistant accountant of the prison on a salary of \$500, and her father will retire with a year's salary.

Two Montrealers who took \$150 from a candidate for the police force, representing that they had influence, and could use the money to bring down the Police Commissioner, are to be prosecuted for "defaming aldermen and officials."

Mr. Tatsuzono Nosse, the Japanese Consul-General for Canada, and that section of the United States extending between the Alleghenies and the Rockies, is now in Montreal, where he may reside permanently, having hitherto lived in Chicago.

Mr. John A. Kinsella, late Government Inspector of Croceries in the Northwest Territories, and before that Principal of the Kingston Dairy School, will set out on May 20 for Wellington, N.Z., where he will be assistant to Prof. J. A. Ruddick, also a Canadian, who is the dairy expert employed by the New Zealand Government.

An amusing result of the effort of Hon. G. W. Stephens to disqualify Mayor Prefontaine of Montreal on the ground that he authorized illegal expenditure, has come to light. The Mayor noticed that certain things are alleged under oath which are not in accordance with the facts, and has laid a charge of perjury against Mr. Stephens.

GREAT BRITAIN. The Duke of Beaufort is dead. Lord Byron, a relative of the poet, is a bankrupt at London.

A lock of Napoleon's hair brought five guineas at auction in London. The British Admiralty will shortly experiment with wireless telegraphy.

The British Admiralty has declined to entertain the plan of building submarine boats.

The Lakes of Killarney will soon be for sale, and it is feared the purchaser may exclude the public.

The Midland Railway Company has placed an order for 130 locomotives with an American company. Other orders will likely follow.

The first keel plate of the cruiser Drake, designed to be the most powerful ship of her class in the world, was laid on Wednesday at Pembroke dockyard.

Wireless telegraphy has proved of value in marine affairs, the Goodwin Sands lightship having been able by means of it to summon help on receiving an accidental injury.

Cotton spinners of Lancashire and the northern counties want an advance in wages of one per cent. with the alternative of a general strike, which will affect 60,000 operators.

Lord Charles Bessford, speaking at a banquet of the Society of Engineers in London, on Wednesday night, said that England is behind the United States and Japan in the use of electricity on warships.

UNITED STATES. Ex-Governor Oglesby, of Illinois, is dead at Springfield.

Toledo clergymen favor municipal ownership of saloons.

A copper combine has been organized at Jersey City. Capital \$75,000,000.

Rev. Dr. Connell of London has declined the call to the Fifth Avenue Church, New York.

It is reported that the largest copper ledge ever discovered in the west have been found sixty miles east of Tacoma.

Spain has intimated her willingness to accept the \$20,000,000, which is her price for the Philippines. The money will be paid without delay.

The coroner's jury has decided that the Windsor Hotel fire was the result of an accident. The police have \$10,000 worth of jewels, etc.

Three thousand dollars worth of blooded cattle were killed last night

by the burning of the barn on the Hiram Cramer farm, near Saratoga Lake.

One assaying \$1,000 of gold to the ton has been taken out of the side of Blowdown Mountain, near Little Rock, Ark., and farmers have quit their fields and gone prospecting.

Wm. Derry, alias F. H. Montrose, represented himself as Warden of Kingston Penitentiary, and defrauded Chicago electrical firms out of \$30,000 before he was arrested.

Five students of St. Lawrence University, Canton, N. Y., were wounded by the college steward, who fired upon them as they were attempting to burn down a small frame building near College Hall.

The United States transport Crook arrived at New York, on Wednesday from Ponce, Santiago and Guantanamo, with 356 bodies of soldiers who were killed in battle or died in Porto Rico and Cuba.

President McKinley has approved the project for a new transatlantic cable between Germany and the United States. The German-American Telegraph Co. The termini will be New York and Ems, and the route will be by the Azores.

At Wardner, Idaho, a mob that arrived from Durke on a train that they had seized blew up the Duncker Hill and Sullivan mill with giant powder, destroying \$250,000 worth of property. During the visit of the mob its members began firing on one another, and one man was killed.

The race question was raised at the International Sunday School Convention, which met at Atlanta, Georgia, and it was pointed out that both city and State laws forbade white and colored people to sit together in public gatherings. After a discussion it was decided to allow the delegates to sit as they pleased.

GENERAL. Renewed reports of distress from famine come from Russia.

Austria will build two new battleships, and four new cruisers to add to her navy.

The Queen of England Thursday opened a new bridge across the Pailion River, in France.

Electric launches are spoken of as likely to replace the picturesque gondoliers of Venice.

Portugal has approved a project for laying a cable from the Azores to North America, Great Britain and Germany.

Nuns of a convent at Rome recently refused admittance to firemen withing on the grounds of their convent, which was on fire.

Viridun, smallpox has appeared simultaneously in various parts of Germany, notably at Iserlohn, Hanover and Meccado.

The fanatic police officer who attempted to assassinate the Czar while traveling in Japan, before his accession to the throne, has died in a Japanese prison.

The strike that has been in progress at Budweis, Bohemia, is now culminated in rioting, and in the collisions between the troops and the rioters several persons were wounded.

The Transvaal President Kruger's chief of staff, Gen. Joubert, is inspecting the frontiers and selecting places suitable for concentration camps. More rigid inspection of the military has been ordered.

England will support Emperor William's scheme for the better administration of the Asiatic provinces of Turkey, if all the nations enjoy equal commercial privileges in the proposed German protectorate.

The Government of Finland has obtained authority from the Czar to exile all people suspected of hostility to Russia, and to the work now in progress of "Russianizing" Finland, the order affects thousands of people.

Ivan, Mapan, an Austrian boy 17 years old, has invented a new magazine rifle which the Austrian War Office is investigating. The gun takes fifteen cartridges at a load, and it is said that it can be discharged at the rate of 40 shots a minute.

HARD TIMES AT COOPER RIVER. Ravages of Scoury and Frost-Footless Pilgrims Returning—Hardships on the Trail.

A despatch from Seattle, Wash., says—Sixty prospectors arrived here on Monday from Cooper River, Alaska, on the steamer Alaska. They brought with them a repetition of the stories of the ravages of scoury and frost.

A man named Young hobbled off the vessel on the stumps of two legs. Another man, Alexander Powell, had but one foot.

F. G. Goodwin of Oakland, Cal., whose legs are black with scoury, and whose knees are bruised by contact with the ice, tells an interesting story of his experiences, which were similar to that of others. While camped in the interior, his partner, Wesley Scheidecker, of Grange Ridge, Ill., fell sick with scoury and soon became unable to travel.

Goodwin strapped him on a sled and started for the coast. After four days he arrived at the mouth of the Chitna River, but his partner was frozen stark and stiff to the sled. He buried him in the snow. Continuing his journey, he came across a tent in which there were two men sick with scoury. They were Dixon Hutton of Memphis, Tenn., and T. B. Rawlings of Little Rock, Ark. Another man happened along at the same time, and he and Goodwin put Rawlings and Hutton on sleds and dragged them to the coast.

Just before the Excelsior left Valdes a big slide was reported on the glacier, but no particulars were learned.

The Government expedition under Captain Abercrombie was arranged to begin the construction of a road into the interior when the Excelsior left. Relief parties with provisions and anti-scorbutics had been sent into the interior.

At the Antwerp Horticultural Exposition, 24,000 were offered for three specimens of orchids, which was re-

SHARKS DEVoured THE CAPTAIN.

So Think the Crew of the Vessel From Watch the Master Was Lost. The thrilling tale of the loss at sea of Capt. J. Masson, the well known commander of the Munson Line steamship Veimera, and of his body being devoured by hungry sharks, was made known Thursday afternoon upon arrival of that ship at Philadelphia from Cuba with a cargo of sugar.

The Veimera arrived from Cardenas and Matanzas in charge of Chief Officer Ronald, who took command when the unfortunate Capt. Masson was lost. The vessel was en route from Philadelphia to Havana with coal, having arrived here March 17. On the 21st she was passing close to the Bahama Islands, and Capt. Masson was on the starboard side of the bridge, with the telescope glasses in his hands, looking for a buoy, from which he could judge the correct position of the ship. Mate Ronald was on the bridge and in the amidship section.

The ship was under full speed, when suddenly the Captain fell overboard. The engines were reversed and a life-boat was launched, but the body of the Captain was never seen again. For hours the boat rowed about the localities, which was alive with sharks, and the conclusion reached by the officers was that the ship was at that time in a watery grave, swalloved up by these monsters.

Capt. Masson was well known both in Philadelphia and New York, between which ports and Cuba he had been running on a time charter with the Munson Line for some years. He succeeded Capt. Thomson in the command of the Veimera, and was well liked by every one. The unfortunate skipper was a robust man, about 50 years old, and leaves a wife and family near Glasgow, Scotland.

DISTRESS IN RUSSIA. vivid Description of the Sweep o Death Across the Famine-stricken Plains.

A despatch from London says:—Letters from the famine provinces of Russia tell of a harrowing condition of distress. In the Province of Kazan, the centre of the famine district, the Red Cross Society alone is feeding 132,000 people. The relief delegate in the Province of Ufa reports that peasants ran after him and begged for food on their knees in the snow.

The St. Petersburg Skya Vedomosti, the vivid description of the misery and disease prevalent in Kazan, says:—"Crime, mortality and the number of still-born infants have increased, and now scoury and typhus are devouring the population like a conflagration fanned by the wind, but this is a case not of houses and barns but of human lives being destroyed."

NEW SEEK PEACE. The Filipino Opposition Has About Ended.

A despatch from Manila says:—Colonel Manuel Argueles and Lieut. Rose Bernal, chief of General Luna's staff, entered General MacArthur's line bearing a flag of truce on Friday morning. They were escorted to Manila, where they interviewed General Otis. They told General Otis that they were representatives of General Luna, who had been requested by Aguirre to ask General Otis for a cessation of hostilities in order to allow time for the summoning of the Filipino Congress, which body would decide whether the Filipinos would accept the offer of peace.

General Otis replied that he did not recognize the existence of a Filipino Government. There will be another conference on Saturday.

ALLEGED PLAGUE IN PARIS. Women Who Conduct the Froude Stick o Their Alarming Statement.

A despatch from Paris gives a report of a visit to the office of the Froude, a publication written, printed and produced exclusively by women, and who interviewed several of the writers. The Froude a few days ago published the statement that three cases of bubonic plague had developed in a Paris shop, their origin being traceable to Oriental rugs recently brought there. The Prefect of Police and other authorities, and declare that several cases of plague have occurred.

The interviewer, seeing a handsome woman in the office of the paper, understood that the staff of the paper was wholly feminine. To his amazement, the "youth" declared that such was the fact. It was a woman instead of a young man he was addressing. She explained that she had worn masculine habiliments for 19 years for the sake of convenience.

FOLLOWING US. Three Australian Colonies Framing Preferential Tariffs.

A despatch from London says:—At a meeting of the British Empire League held at Eastbourne on Saturday, the Agent-General of Tasmania, after predicting the speedy and unanimous adoption by Parliament of the Australian federation bill, added the important announcement that recently he had been able to inform the Secretary of State for the Colonies, Mr. Chamberlain, that three of the Australian colonies were framing tariff bills differentiating in favor of British manufacturers and against imports from other countries.

DYING ON ASHCROFT TRAIL. Government Asked to Send Immediate Relief to 790 Starving Men.

A despatch from Victoria, B.C., says:—Mail Carrier Alex. S. Brnc has made a perilous trip from the Stikine river to view the Dominion and Provincial Governments to send immediate relief to upwards of 200 men who are facing starvation on the Ashcroft trail.

Mules and dogs had been the sole diet of the men for weeks past when the mail carrier left.

THE REIGN OF THE BICYCLE

MANY PERSONS DECLARED THAT IT WAS ONLY A FAD.

But It Has Settled Down Into a Necessary Thing—Evidence of Its Permanence—Fashions For Women and Men.

Ten years ago there used to be some funny sights on the streets just about this time of year. The bicycle of that period belonged to the graffe family, and when Johnnie brought out his brand new wheel to learn to ride, the neighbors lined up on the front porch or the back fence, or anywhere that would command a good view of the hair-raising exploit.

Of course the embryo of most every invention is crude, but the "in the beginning" of the modern bicycle was the most fearfully and wonderfully wrought offshoot of intellect that the world has seen since Noah built his ark.

There are wheels and wheels in this world, so many people have them that there is almost no limit to their eccentric variety. But it is doubtful if a pair ever existed that for awkwardness and peculiarity of combination could vie with the unequal brace of cycles that made up the old time wheel.

To mount one was an act of heroism. To fall off was to change to the nomenclature of "Mud." This old time "Ferris wheel" remained a curiosity as long as it lived. Now and then the Alpine fever would strike some one, he would invest in one of his own, climb up and take possession; but envy seldom followed him further than around the corner. It is said that falling off the woodshed, or jumping freight trains was the most approved method of preparing for "headers," and "Mile," the famous circus performer, describes the sensation as very much akin to her speciality of being shot out of a cannon.

After awhile someone conceived the idea of boiling up the incongruous combination and dividing the wheels evenly. As a result we were given the "safety." And how everybody stared and laughed at it at first! "How awkward they look," some said, "How squat—humpf—I wouldn't ride one!" But time changes all things—even to money—and in a few years bicycle riding

BECAME THE FASHION. Suddenly, in the midst of the fever, the world was seized with a chill of horror—for women had begun to ride! Conservatives forward, husbands, commanded, and brothers raged—while their sisters and wives went riding along building their suits and learning to mount. Of course the fever had to run its course before getting down to the normal stage of sense and taste, and as a consequence, we had the knicker-bucker extremist and the bloomer girl. But, despite everything, enthusiasm grew apace.

Finally, leaders of fashion took it up and royalty pushed it along. Two years ago seemed to be the climax and many said, "Oh, it's only a fad, and will soon die out." But the stars that prompted that prediction were badly mixed. Bicycling is in a street car is a fad. It is an institution that has become inseparable from our mode of living and it is here to stay.

Any who wish to consider it as passe, and therefore not to be indulged in, do so, but that is not going to affect the bicycle business or the riders. Of course, everybody rides—there is nothing exclusive about the pleasure, but it is for that matter, everybody eats, and it is doubtful if any one of us would enjoy starving for the sake of being unlike other people.

It is doubtful if any innovation of the century has established itself so universally as has bicycle riding. Horse breeding has been materially affected by it, and it has wound its way into many forms of business.

A REGULAR CHECKING SYSTEM with a man to care for the wheels is found at most of the large stores, provision stores and numberless repair shops have sprung up to grow into substantial business places, and the corners of the street have materially changed as a result of their requirements.

Another order of insurance has been instituted on account of them, and even thieves have a new business because of them.

There is little difference between this year's wheels and those of a year ago. Last summer the prices were very accommodating, but now they are even more so. The most noticeable difference is in the fact that many women are buying diamond frames. They are much more rigidly built than the ordinary "lady's wheel," and therefore give the rider a feeling of great security and strength. Indeed, when the advantages of the diamond frame come to be generally known it is more than likely that the very natural prejudices of most women against anything they will pass away and they will come into extended use. To some the fact that women are taking to men's wheels may herald the fear that another edition of the new woman is out—but there is no cause for anxiety.

The "mount" is accomplished very gracefully by tilting the wheel till stepping over is an easy matter. The divided skirt, of course, is the style of dress worn.

BICYCLE FASHIONS. And, speaking of dress, the fashions in bicycle clothes do not differ greatly from those of last year, and the distinctive newest things must necessarily be determined by details. It is to be hoped that no one is of the opinion that "any old thing" will do for a bicycle suit.

No part of the wardrobe is so conspicuous, and for a natty appearance one seldom has so good an opportunity as in the selecting of one's bicycle clothes. The most popular shades for women are blue, brown and cinnamon color, and these are seen in

plain goods and in checks. The prettiest suits are made of a combination of two kinds of goods. The outside is plain, and the checks is in check or plaid. The skirts are finished around the bottom with several rows of stitching about half an inch apart, and a hem of goods like the outside is turned up on the lining side. Some of the skirts are reversible, and a very pretty one was of dark gray rough goods lined with a small check in black and white. The plain side was for bicycling, and the check side for golf.

Some of the bicycle dresses are made with Eton jackets and some with short coats. In the latter case, they must be exceedingly curtailed. The correct shoe for ladies is ten inches high, nearest shoe is of plain leather and supported by a French heel. The toes are neither "bulldog" nor pointed, but medium, and round. The cloth top is prettier, but it is argued that they do not hold their shape so well as the all-leather ones. Of course the selection of a shoe should be guided entirely by the amount and kind of wear that it is to have. For country runs and hard usage the French kid and heels, though pretty, are not nearly so appropriate as the heavy soled shoe with the low, military heel.

FOR THE MAN ON A WHEEL. There are a number of new kinds in the fashions for men. Last year, the felt top to the trousers were either plain or distinctly colored goods. This year the cuffs made of the same material as the rest of the garment. Of course, there is always a feeling of satisfaction in some new kind of material, but it is becoming style. The bright colored plaids and the striking effect of the felt cuffs are very picturesque, and for that reason many of them are bought this year in preference to later fashions.

Small checks, plaids, and stripes, is the latest in goods for trousers, and the best cost to combine with such a style is one made in a plain color.

Sweaters will be very much worn, and they are found in maroon, navy, black, and combinations of which the "U. of M." colors in horizontal stripes, are shown.

Perhaps some do not know it, at least I don't admit it, but nothing is so becoming to the average man as a negligee shirt, and it is doubtful if after the painstaking incineration in his dress suit he ever draws down the admiration of half so many fluttering hearts as when he is on one of these dainty, easy covering, Mosley new French designs are shown this summer, mostly in stripes of white alternating with tints.

Belt come in Havana brown, light tan, olive and black, and fasten with a heavy harness buckle in nickel place or leather.

The hose are in plain colors and finished with fancy tops, in checks or fine plaids.

No attempt at "a suit to match" is necessary with the bicycle costume. Becomingness, taste in combining colors, and picturesqueness are the things to be aimed at.

WAR WITH THE BOERS. The British Cabinet Said to Have Seriously Regarded It.

A despatch from London, says:—The chronic mutual suspicion between Great Britain and the Transvaal has been intensified recently by the dynamite question, the continued refusal of the Transvaal Government to redress the grievances of the Uitlanders, and the reassertion of British suzerainty, with the result that various sensational rumors are afloat, of which, however, the newspapers have hitherto taken little notice. One of these, disseminated by the Central News, "on authority," is to the effect that the probability of war was seriously regarded Wednesday by the Cabinet. The Central News ascribes to "a very prominent Minister, not Mr. Chamberlain," a statement that the disputes between the two countries are trending towards an acute crisis.

The Johannesburg correspondent of the Times confirms the reports of extreme unrest among the Uitlanders. He says that when he arrived at Johannesburg some months ago he thought that time was on the side of the Uitlanders, and that there was room for patience, but now he is compelled to abandon this theory. He declares that the "virus of Krugerism is spreading throughout South Africa, threatening a regime worse than that of Tammany hall in New York.

Nine thousand Uitlanders, composed of British Americans, Germans, French, Dutch, and others, have petitioned the Government to ignore the petition signed recently by 21,000 British subjects protesting against the injustices to which they were subjected by the Transvaal Government, which was sent to Queen Victoria through Sir Alfred Milner, Governor of Cape Colony, and High Commissioner of South Africa. These latest petitioners declare that the petition to the Queen was the work of capitalists, the attainment of whose wishes would be detrimental to the public, who are perfectly satisfied with the existing Administration.

A BRIGHT SON-IN-LAW. Old Harrocks—I've decided to take young Sharp-right into business with me just as soon as he and my daughter get back from their wedding tour. Billion Bonds—But I thought you had no use for the fellow?

Old Harrocks—I didn't at first, but she is not raw now. I told him he couldn't have my daughter till he had at least \$1,000 in the bank. He got me to put it in writing, and then went out and borrowed the \$1,000 on the strength of becoming my son-in-law. Sure his business ability that mustn't be allowed to go to waste.

HEROIC TREATMENT. How are you getting along with that raw Swede girl you hired? She is not raw now. My wife's mother has been roasting her three times a day ever since she came.

MARKETS OF THE WORLD.

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

Toronto, May 5.—Our receipts to-day at the western cattle yards were 45 loads, including 1,000 hogs, 100 sheep and lambs, between 50 and 60 calves, and 30 milkers.

It was an uneventful day on the market, and the conditions of last Tuesday exactly prevailed, only not being a recognized market day, things were a little more dull.

Shipping cattle was very quiet, and quotations range from \$4.25 per cwt. for light stuff, up to \$4.80 for choice loads; \$5 was paid for a few picked lots, but was not a fairly representative figure.

Butcher cattle sells well at from \$4 to \$4.60 per cwt.; and good stuff is in steady demand. There was a good amount of trading to-day, but much of the cattle which comes in on Thursday usually sent here with no intention of selling it until the next day, when it is better than it was the day before to make sure that it does not miss the early market on Friday.

Stockers are worth from 4 to 4.10 per pound. There is a good quantity of Export bulls are worth from \$3.50 to \$4. Only a few came in to-day. Feeders are quoted at from \$1.50 to \$1.75 per cwt.

Milk cows are unchanged at from \$25 to \$45 each. Calves weak at from \$2 to \$6 each; quality as a rule poor. Good calves are wanted.

Good grain-fed yearlings, light shipping sheep, and a few better class of spring lambs wanted.

Hogs are steady and unchanged. "Singers" are quoted at from 11-14 to 11-20, as the top price.

Light hogs are worth from 4 to 4.10 per pound. Thick fat hogs fetched 4 to 4.10 per pound. Stags fetch 3c per lb.

Store hogs are not wanted. Following is the range of current quotations:—

Cattle. Shipping, per cwt. . . . \$4.25 \$5.00 Butcher, choice, do. . . . 4.00 4.50 Butcher, med. to good . . . 3.50 3.80 Butcher, inferior . . . . . 3.30 3.50

Ewes, per cwt. . . . . 3.50 4.00 Yearlings, per cwt. . . . . 5.00 5.75 Bucks, per cwt. . . . . 3.00 3.25 Spring lambs, each . . . . . 2.00 5.00 Milkers and Calves.

Cows, each . . . . . 2.00 45.00 Calves, each . . . . . 2.00 6.00 Choice hogs, per cwt. . . . 4.00 4.50 Light hogs, per cwt. . . . 4.00 4.12-1/2 Heavy hogs, per cwt. . . . 3.50 4.00

Montreal, May 5.—Grain—Business is becoming more active with the opening of navigation, Manitoba No. 1 hard wheat sold at 72c; peas 1-2c higher at 74-75c; alfalfa May; oats, 36-4c; alfalfa May; buckwheat was in demand and sold about 2c higher at 84c.

Flour—There is a fair demand at steady prices. We quote:—Winter patents, \$3.75 to \$4; straight rollers, \$3.50 to \$3.90; in bags, \$1.05 to \$1.75; Manitoba patents, \$3.90 to \$4.05; strong bakers', \$3.75 to \$3.80.

Feed—Trade was fairly active. Ontario white wheat bran in bulk sold at \$10 to \$17 and shorts at \$17 to \$19 per ton; Manitoba bran \$16, shorts \$18 and middling \$18 to \$25 per ton, including bags.

Meal—Business was slow and prices were unchanged in oatmeal at \$3.60 to \$3.65 per barrel.

Butter—There is a fair demand at 16 1/2c to 17c for the creamery and 12 1/2c to 13c for western dairy brands.

Eggs—There is a good demand at 11 1/2c to 12c.

Provisions—The market is quiet and unchanged. We quote:—Canadian pork in barrels, \$15 to \$15.50; pure Canadian lard, in pails, 6 3/4 to 7c; per lb. and compound refined at 7c to 8 1/2c; hams, 10c to 12c and bacon 10 1/2c to 11c per lb.

Toledo, May 5.—Close—Wheat active; cash 75 1/4c, May 75 1/2c, bid July 75 1/2c; No. 3 soft, 73 1/4c. Corn, cash and May 34 3/4c, July 35c, Oct. cash 23c, nominal, May 27 5/8c, July 25 1/4c. Seed cash \$3.55, April \$3.75, October \$4.40.

Oswego, May 5.—Wheat market firm; No. 1 hard, 87 1/2c; No. 1 northern, 85 1/2c; No. 2 northern, 84c; No. 2 red, 83c. Corn steady; No. 2 yellow, 42 1/2c; No. 3 high mixed, 41 1/2c; to 43c; No. 3 mixed, 41c. Oats steady; No. 2 white, 35 3/4c; No. 2 white clipped, 35c. Barley market unchanged; Canada 22c to 26c; western, 50c to 57c; no transactions. Canal freights to New York—Wheat, peas and rye 2c, buckwheat and barley 2 1/2c per bush.

FREIGHT TO COME BY CANADA. As the Result of a Labor Strike Contractors Will Close Down Buffalo Shipping.

A despatch from Buffalo, N. Y., says:—President Corrigan, of the Lake Carrier's Association, arrived in Buffalo to-night. "In an interview he stated that the association, which controls all of the shipping on the great lakes outside of Canada, intended to back up the contractors in Buffalo in their fight with the grain shovellers, and the first step in that direction was taken to-day, when all grain shipments to Buffalo had been ordered stopped.

It was the intention, Mr. Corrigan said, to divert the grain to Cleveland and other lake ports where there were elevators, and also to utilize the Welland canal and St. Lawrence river routes. Should the strikes continue any length of time, Mr. Corrigan said it would mean the ruination of Buffalo as a grain shipping port, and would undoubtedly prove a boom of the biggest kind for the Canadian route. Shippers who had never before utilized the Montreal outlet, would now do so, and in becoming familiar with it would continue to ship their grain that way.

During the last four days the number of miners on strike in Belgium has jumped from 40,000 to 70,000.