

# 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.**  
Offers are being received for the street lighting franchise of Stratford. Dairying in Prince Edward Island is yielding the most satisfactory results. The export live stock season in Montreal was one of the worst on record for the shippers.

The Grand Trunk is considering the question of double-tracking its line from Hamilton to Niagara Falls. The by-law in favor of the civic ownership of the waterworks was carried in Winnipeg by a vote of 1,346 to 83. The Department of the Interior is being urged to have artesian wells sunk in the more arid districts of the Northwest.

The Canadian Pacific Railway reports a good outlook for shipments via St. John, and a growing confidence amongst shippers in the all-Canadian line.

Dr. McEachran, Dominion Veterinary Inspector, will open a station at Outremont, near Montreal, for investigating tuberculosis and other ills of cattle.

It is reported at Winnipeg that Lieut.-Governor Patterson of Manitoba will succeed Lieut. Governor Mackintosh in the Northwest Territories.

The report on criminal statistics for the Dominion, recently issued, shows that there were three hundred and thirty-five less indictable offences during last year than during the previous year.

Mr. McLeod Stewart, who has returned to Ottawa from London, says that the Ottawa and Georgian Bay canal is an assured success, as the scheme is backed up by an abundance of English capital.

Another case of smallpox has been reported to the Montreal Health Officer. It is that of Sister McDonald, of the Pensionnat Ste. Catherine, where there have been four cases of the disease lately.

The Government dairies in the Regina district have had a successful year, having made about three hundred and fifty thousand pounds of butter, which will net in the neighborhood of sixteen cents a pound.

**GREAT BRITAIN.**  
The Scottish Butchers' Union is extending its boycott to the Canadian steamship lines.

Admiral Sir Augustus Phillipps, K. C. B., retired, is dead. He was seventy-five years of age.

Mr. Swinburne, the poet laureate, at the head of establishing an English Academy of immortals.

Lord Mount-Stephen was married on Saturday in St. Margaret's church, London, to Miss Giana Tufnell.

The Marquis of Salisbury and Mr. A. J. Balfour spent Sunday with the Prince of Wales at Sandringham.

A new quick-firing gun, invented by Mr. Hiram Maxim, was tried at Portsmouth. It showed effective results at 16,000 yards.

The Queen gave a birthday party at Windsor on Tuesday for Prince Alexander of Battenberg, the eldest son of the Princess Beatrice.

The London Daily Mail says that the fire fighting equipment of the city is antiquated, and entirely inadequate to cope with a large fire.

Lady Ann Coventry and Prince Dhu-leep Singh are to be married on December 29. The Indian Government has agreed to settle upon the bride the sum of \$10,000 annually.

Mr. Rudyard Kipling made a happy speech at a medical dinner in London in which he gave some remarkable examples of the heroism of members of the profession.

At the Central London Court on Thursday, "Cap" James Henry Irving Cruikshank pleaded guilty to having obtained by false pretences fifty thousand dollars from Lady Randolph Churchill and others. He was sentenced to eight years' penal servitude.

**UNITED STATES.**  
M. Paul Jobert, the celebrated French painter arrived in New York on Saturday night.

The Northern Illinois coal strike has ended and twelve thousand men have returned to work.

San Francisco theologians are petitioning Gov. Budd to commute the sentence of Murrier Durrant.

It is proposed to hold a pan-American exposition at La Salle, on the Niagara river, the year after next.

Charles Serwell, telegraph operator, has been acquitted at Cheyenne, Wyo., of the charge of killing two soldiers, self-defence.

Col. Blackburn, a candidate for Congress in Georgia, is an advocate of lynching, because it was necessary to keep Southern homes pure.

The man who committed suicide in Newark, N. J., on Wednesday night, has been identified as the Marquis Vitellio, one of the oldest families in the Italian nobility.

James Charney, jr., son of Charles M. Charney, defaulting treasurer of the Presbyterian Board of Aid for Colleges, committed suicide at Milwaukee on Tuesday, being unable to bear the disgrace.

Mr. H. Maitland Kersey, the American agent of the White Star line, whose name has been prominently mentioned in connection with a gigantic mining scheme, declares that he knows nothing of any such project.

According to despatches, there is little practical change in the condition of business in the United States. The heavy export of wheat, it having been larger than in any corresponding week of any previous year, and the trade in corn has also been enormous. The exports of manufactured products also have been very large. Imports are smaller than they were last year. The

Eastern cotton goods trade is depressed, as buying is slow. There is a fair movement in woollens, clothes, shoes and boots, and a few special lines in slow demand and prices are lower, though orders on hand will quite last out the present year. The commercial failures in the United States for the week just closed were 236, as compared with 500 in the corresponding week last year.

**GENERAL.**  
An expedition which left Tromsø in search of Andree has returned unsuccessful.

It is reported that a contract for four new ironclads for Turkey will be given to Herr Krupp.

Advice from Japan state that no progress has been made in the Hawaiian emigration trouble.

Emperor William is sending more men and ships to Chinese waters to seize more territory and to forestall England.

It is intimated that France will shortly demand the denunciation of the treaty between the United States and Tunis.

A duststorm swept over the northwest portion of the colony of Victoria on Friday evening, and did a great deal of damage.

Emperor Francis Joseph has arrived in Vienna to take steps toward repressing the turbulent members of the Reichsrath.

The Madrid official Gazette on Saturday morning published the royal decree granting autonomy to Cuba and Porto Rico.

Mrs. John Morrow, the mother of Princess Chimay, says there is no hope of her daughter being reconciled to her husband.

It is said that Prince Henry of Prussia, brother of Emperor William, is to take command of the German squadron in Chinese waters.

Mr. J. F. Willard, a resident of Berlin, and a nephew of Miss Willard, has started on an expedition to Bokhara and Asiatic Russia.

The blackguardly conduct of the members of the Reichsrath in making Austria a hissing and a by-word among the European nations.

During the first twelve months of the electric railways in Cairo, just completed, there were one hundred and forty persons killed or injured.

Notwithstanding the Russian protest against Turkey spending money at armament, the Porte has ordered one hundred and fifty large cannon in Germany.

There is excitement at Athens over the defeat of the Government on the question of appointing a committee of inquiry to inquire into certain incidents of the war.

It is stated that the powers are discussing the advisability of a naval demonstration to the Dardanelles to compel the Sultan to withdraw the Turkish troops from Thessaly.

The German Government considers the late occupation by its forces at Tiao-Chau lay, in China, to be insufficient for a naval station, and proposes to enlarge its holding there, diplomatically if possible.

It is announced that experts have unearthed in the colonial archives at Antigua, British Guiana, a series of volumes containing memoranda giving a running history of the Dutch settlement of Guiana from the middle to near the close of the seventeenth century, fully confirming the British boundary claims.

**BRAVE RESCUE AT SEA.**  
Crew of the Sinking Schooner Elite Saved From Death—Exhausted With Exposure and Starvation.

The Bristol City line steamer Exeter City, which arrived at New York on Tuesday morning from Bristol and Swansea, on November 24th, fell in with the British schooner Elite, distressed and in a sinking condition, and rescued the crew of five men and brought them safely to port.

Captain Watkins reports that last Wednesday he sighted a supposed wreck. The vessel proved to be a small schooner with signals of distress flying. A lifeboat was launched in charge of Chief Officer Samuel Bache and four seamen, and, although a heavy sea was running, the lifeboat was quickly alongside, and within the short space of ten minutes had rescued the crew.

Captain Hargrave of the wrecked Elite stated that he sailed from Cadiz for St. John's, Nfld., on Nov. 13th, with a cargo of salt; the little schooner experienced very bad weather shortly after leaving port; the wind blew steadily from the west, and gradually increased in force until it blew a strong gale, accompanied by heavy seas, which caused the vessel to labor so heavily that she sprung a leak. The leak necessitated the constant working of the pumps, and the crew were soon worn out with work and exposure. The supply of provisions had almost run out, and the little crew suffered greatly from lack of food. On November 18th the British steamer Rosmore, from Liverpool, for Baltimore, fell in with the schooner. A heavy story was raging, and it was impossible to launch a lifeboat, but the Rosmore succeeded in throwing some food by means of a line. These provisions lasted but two days, and all hands were put on a short allowance.

Sunday, the 21st, the wind freshened, and blew a strong gale from the southwest, and a heavy squall struck the vessel, carrying away the spars, which all attached. The leak increased rapidly, and she soon became waterlogged. The crew were exhausted from lack of food, exposure and constant pumping, and was unable to clear away the wreckage hanging over the side.

For three days not a sail was to be seen. Fortunately, on Wednesday, the 24th, the steamer Exeter City, from Bristol, for New York, observed the sinking vessel's distress signals. She bore down and rescued the crew of five men.

There was one death aboard the Elite during the storm of the 21st. Soon after the vessel was dismasted a Spanish sailor named Juan Erraserra, who had shipped at Cadiz, died, and was buried at sea.

# STORM AND SHIPWRECK.

## DISASTROUS GALES ON THE COASTS OF ENGLAND.

Many Vessels and Crews Lost—The Scarborough Seawall Wrecked—Many Victims Flooded—Barnes Faresford.

The gale which swept the English coasts on Sunday, doing much damage at Holyhead and other places, raged all night long and had not abated in fury on Monday morning, when it amounted almost to a cyclone in many places, and was accompanied by snow and hail.

A long list of fatalities, wrecks and damage to property has already been received. All the coast towns have suffered and a score of bodies have been washed ashore. Falling walls and flying debris have added to the loss of life.

Vessels are reported ashore on every part of the coast, and many ships are known to have foundered, with the probable loss of all hands. There is much wreckage about the Goodwin Sands.

At Lowestoft, Yarmouth and elsewhere the sea has flooded the quays and neighborhoods, washing away the esplanades and doing other serious damage. The seawall at Scarborough has been washed away, and the passenger and mail services across the channel have been for the most part suspended.

The latest reports from various points along the coast show that the gale which swept English waters was one of the worst storms of recent years. In many places it was almost a cyclone in its violence, and the long list of disasters includes a

**LARGE LOSS OF LIFE.**  
The wrecks of large vessels, and the loss of scores, if not hundreds, of smaller craft, with serious damage to property ashore, at many important towns. In the north the wind was accompanied by blinding snow and hail that hid the lights and immensely increased the difficulties of navigation. Many ships are known to have foundered, in most cases, it is feared, with all on board. Scarcely a town on the coast has escaped without more or less injury, falling walls and flying debris adding to the loss of life. There have been wrecks and lifeboats rescued almost without number. Stories of thrilling escapes come from all points. On the Norfolk coast, between Barton and Happisburgh, five vessels and yet unidentified yachts and the crews of all perished. A number of bodies have been washed ashore near Yarmouth. The British brig Ruby was wrecked off Hemsby. The coast guard service made desperate efforts to save the crew, and succeeded in getting a line on board. 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