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 Asserted for Easy Reading.

CANADA.

August 10th will be Berlin's civic holiday.

Montreal's new directory gives the city a population of 339,000.

Forty cases of measles and one death are reported at the Winnipeg quarantine.

The steamship Livonian, aground for ten days in the St. Lawrence has been floated.

The Welland and St. Lawrence Canals will be kept open until 6 p.m., every Sunday.

C. P. R. land sales for June, as reported at Winnipeg, were 49,000 acres, realizing $160,000.

Mr. A. H. Harriss, traffic manager of the Canadian Government railway system has resigned.

Premier Warburton, of Prince Edward Island, has accepted the Kings County Court judgeship.

There is a coal war on among the dealers of Hamilton, Ont., and prices have taken a big drop.

James Allison, inmate of the Ottawa Old Men's Home, tried to end his life with laudanum. He took too much.

The Militia Department will establish a provisional school at Carleton Place for the instruction of infantry officers.

The duties collected at the port of Toronto during the fiscal year ending June 30, 1898, show an increase of $526,480.96.

Thomas Parsons, burglar, incendiary and jail breaker, was sentenced at Belleville to fourteen years in the penitentiary.

Sir Sanford Fleming has donated to Ottawa his fine collection of hot house plants and the conservatories in which they are kept.

A prisoner escaped from the Winnipeg jail, but was recaptured by a guard while attempting to swim the Assiniboine river.

The report that grasshoppers are prevalent in some parts of the Northwest, is, after careful inquiry, found to be incorrect.

John Johnston, son of Mr. Brent Johnston, Hamilton, committed suicide by shooting himself through the heart with a shotgun.

Rolphe Lussier, of the district of Montreal, has entered suit against Miss Page, of St. Phillippe, Que., for $350 damages for breach of promise.

Peterboro has abolished the ward system, limited the number of Aldermen to one per thousand inhabitants and will select them by a general vote.

An office of the Great North Western Telegraph Company, has been opened in Victoria, B. C. and direct communication established with that point.

W. Kring, blacksmith, Webbwood, Algoma and A. Miller celebrated the holiday by going hunting. Kring mistook Miller for game and shot him dead.

It is said that the Standard Oil Company has effected the purchase of the Imperial Oil Works, and has leased every other refining plant in Canada for five years.

J. C. Sully, of Guelph, has been awarded the Royal Canadian Humane Society's bronze medal for bravery in saving Charles Clendennan from drowning at Guelph a few weeks ago.

A bishop in England has a son in Canada residing a short distance west of Winnipeg. The other day he wrote to a Kingston lawyer and requested him to invite his son in to dinner occasionally.

Captain Philippe de Perron Casgrain, R. E., has been nominated by Lord Lansdowne, Secretary of War, as Quartermaster-General of the Canadian forces, in place of Col. Lake, who retires to rejoin his regiment.

News has reached Halifax of a drowning accident in the Straits of Magellan, by which four seaman of the Halifax steamer Alpha and a Straits pilot were drowned. The men were lost by the capsizing of a rowboat.

A mare belonging to George Howe, of Ottawa, ran away towards the buildings, jumped the cliff at Lovers' Walk, a distance of sixty feet, and rolled down to within a few feet of the water's edge. She was practically uninjured.

A private letter from a member of the Yukon force states that the Fredericton and St. John, N. B., company mutinied and refused to carry packs weighing from 70 to 80 pounds. The writer complains of the fare and charges the officers with a lack of consideration.

Mr. R. F. Stupart, director of the Dominion meteorological survey, is at Vancouver, is to make arrangements for the erection of a time signal apparatus at Brockton point for the benefit of shipping and the harbor of Vancouver.

The Royal Canadian Humane Association have awarded a bronze medal to J. C. Sully of Guelph for promptitude and coolness and conspicuous bravery in saving Charles Clendennan from drowning in the River Speed at Guelph on May 26.

It had always been understood in Quebec that the late Senator de Blois intended to allow his interest in the de Blois estate, as well as other properties, to revert to that estate, and Sir Adolphe Caron would be one of the principal beneficiaries. It appears, however, that a few days before his death he made a will leaving everything to his wife.

Peter Cline, a foreman, of a construction crew on the Crow's Nest Pass Railway, who shot an Italian named Anglo Circonni near Kuskonook on April 25, has been tried at Nelson and found guilty of shooting with intent to maim. The sentence of the court was that Cline be confined in the provincial penitentiary for three years at hard labor.

GREAT BRITAIN.

Lord Wolseley, commander-in-chief of the British army, has joined the Anglo-American committee, which is aiming to cultivate an entente.

At Liverpool, it is said the United States had purchased six of the Atlantic Transport Company's liners and the National liner Michigan for £800,000.

The English artillery team, which is coming to Canada to compete with the Canadian artillerymen, will probably sail for St. John, N.B., on August 20.

At the Old Bailey in London on Monday W. Mansel Collins, an unregistered doctor, was placed on trial charged with causing the death of Mrs. Emily Edith Uzielli, by an illegal operation. Mrs. Uzielli was well known in soceity.

UNITED STATES.

The Western Rubber Belting Company, of Chicago, has collapsed.

American bankers meet in annual session at Niagara Falls, N. Y., July 22nd.

Reports received at Seattle, Wash., state that 16 Klondikers were drowned in Lake Lindeman, waves demolishing their scow.

Three companies of the Eighteenth Regiment Pennsylvania Volunteers, have arrived at Fort Brady, Mich., to guard the locks of the Soo Canal.

It has been decided to restore the provisions appropriating $50,000 for a commission to adjust the differences between the United States and Canada.

Anna Forrester, aged 23, committed suicide at Bedford, a suburb of Cleveland, rather than marry. She poured oil on her clothing and set fire to herself.

Many new victims of the storm which blew down a circus tent at Sioux City, Iowa, were discovered Sunday. The dead number three and the injured 33. Of the latter ten are critically hurt and may die.

The British Ship John Bramble has arrived at Philadelphia from Sourabaye, Java. Nearly the entire crew is in a state of partial blindness from a disease which mariners call "moon blink."

The Great Western distillery at Peoria, Ill., the second largest in the world, was struck by lightning on Saturday and everything was burned except the bonded warehouse. The loss is estimated at $360,000; fully insured.

Three men were drowned in the Chippewa river at the half-way dam near Mount Pleasant, Mich., on Saturday. The party were fishing, and had prepared to return home, when Thomas Francisco, aged 16, and Sidney Caster went in bathing. The father, Harvey Francisco, plunged in after them, and all three sank in thirty feet of water.

Captain Joshua Slocum has arrived at Newport, R. I., in the sloop yacht Spray, after a voyage around the world. He left Boston on April 24, 1895, going to Gibraltar and South American ports, and from there to the Straits of Magellan into the Pacific to Australia, Tasmania and Juan Fernandez. He sailed into the Indian Ocean and visited Natal, South Africa; Cape Town, St. Helena, Ascension Island, Grenada and Antigua, and thence home. His cruise of more than three years was made in a sailing craft 33 feet long and 14 feet wide, and 12.70 net tonnage. Captain Slocum made the voyage entirely alone.

GENERAL.

The new French Cabinet has been formed.

Martial law has been proclaimed in parts of Austria.

The new French Cabinet is not favorably received in Russia.

Storms in Austria have caused loss of life and damage to property.

The American mission at Tong Chow, near Wu-Chow, is reported to have been looted and burned.

The Archduchess Elizabeth, mother of the Queen Regent of Spain lies seriously ill at Madrid, in consequence of the present excitement.

The Newfoundland Transinsular Railway is completed and the first through train across the country made the 548 miles in 24 hours.

In resigning office, owing to his failure to form a party government, the Marquis Ito expressed a desire to renounce all his ranks and decorations.

An edict has been published in Havana providing for the burial of the dead. City carts will collect the bodies at certain hours. A heavy fine is imposed upon citizens who conceal bodies or keep them in houses more than 24 hours.

The first street railway work in St. John's, Nfld., will begin in a few days. Men are now employed quarrying the stone to pave the streets. The fishery prospects in Newfoundland are fair. Lobsters are reported scarcer than last year.

Chief Mahomedali Khalif and five other ringleaders of the attack recently made by 1000 natives on a Russian post garrison by 300 infantry, at the town of Andijan, Province of Porghana, Turkestan, in which twenty of the soldiers were killed and eighteen others were wounded, have been publicly hanged.

WHEN THE WAR IS OVER.

Germany, France, and Russia Have an Understanding Regarding the Philippines.

A despatch from Berlin says:—On the best authority the correspondent here of the Associated Press is informed that Germany, France and Russia have reached an understanding relative to the Philippine Islands. It is said that these three powers do not intend to actively interfere until hostilities cease, after which they will combine to prevent the United States or Great Britain gaining possession of the whole of the Philippine Islands. When the war is over an international congress will be proposed, similar to the Berlin Congress of 1878, to settle all questions connected with the war. All the great powers will be invited to join, including the United States and Spain. It appears certain that Germany will then demand a slice of the Philippine Islands, or other compensation in the Far East.

The National Zeitung iterates the statement that Germany has not yet shown a desire to interfere, except to protect German subjects should the necessity arise, which is by no means unlikely, as neither Spain nor the United States seems able to cope with the natives.

AN APPALLING DISASTER.

FRENCH LINER LA BOURGOGNE SUNK IN A COLLISION.

Over Five Hundred Lives Lost—Terrible Moments After the Vessels Struck—Shocking Charges Against the Crew—Men Fought Like Wild Beast to Save Their Lives—Only one Woman Saved.

A despatch from Halifax, N. S., says:—The steamer Grecian towed into port at 9.30 o'clock on Wednesday morning the British steamer Cromartyshire, which had been in collision with the big French liner La Bourgogne, sixty miles south of Sable Island, on the morning of July 4th. La Bourgogne was sunk, and of the six hundred passengers on board only two hundred were saved to tell the tale of a tragedy of the sea which has not been paralleled since the Thingvalla Geyser disaster in 1887.

The catastrophe is appalling. The French liner, running at a terrific rate of speed, crashed into the port bow of the Cromartyshire in a dense fog, and sank almost before those on board knew what had happened. The steamer recoiled from the shock as if struck by a thunderbolt and sank into the foaming deep. There was scarcely an instant given to escape from the fearful vortex which sucked down the trembling souls that managed to gain the deck. But in less time than it takes to tell it all was over. From the waters that closed about the foundering steamer hundreds of souls were hurled to the top of the waves. With wild despairing shrieks and screams they clutched vainly at the life belts to save them from the swful and

CRUEL TORRENT OF WAVES

that poured over them with the force of a hurricane. The only woman saved was Mrs. A. Lacasse, of Plainfield, N. J., and it was mainly through the quick action of her husband, who was also one of the passengers saved, that she is not among the missing. Mrs. Lacasse and her husband have been residing at Plainfield, N. J., about seven years. They were on their way to France to spend a few months with relatives, but Mr. Lacasse says he will give up the trip just now after his recent experience.

Mrs. Lacasse's late experience was indeed a severe on, and she witnessed sights that will never leave her memory. The collision occurred about five o'clock on Monday morning, at which time the lady was in her berth. The first she knew of the danger was when her husband rushed down into the cabin and told her to hasten on deck as the steamer had run into a ship and was damaged. Mrs. Lacasse hastily threw on her dress and without waiting for hat or shoes and leaving all her belongings in her state room, rushed on deck with her husband, where te passengers were in terror. It was thick fog at the time and they suddenly felt the steamer take a sort of list.

The Echo, while in conversation with Mr. and Mrs. Lacasse, asked them how the officers and crews of La Bourgogne acted, after they found she was in danger, but both husband and wife said they had no experience in such matters, and were not prepared to pass an opinion, but they both agreed that the captain of the wrecked steamer

ACTED LIKE A HERO

Said Mrs. Lacasse: "The poor man did everything he could possibly do up to the very last moment and stayed by his vessel in command as she sank."

Mr. and Mrs. Lacasse were saved on a raft. The lady was thrown into the water, but her husband's eyes were on her, and she was near a raft while in the water, and he managed to get on the raft and put her on also. Soon the scene became a terrible one, with hundreds of lives in the balance. The people swam and floated about the surface of the water looking for chances to save themselves, but the majority of them found none, and clinging to the raft in which were Mr. and Mrs. Lacasse were about eighteen others, and every moment the raft seemed in danger of sinking, so great was the weight. It would have been madness to allow any more weight on it, and succour had to be denied many a poor mortal

STRUGGLING IN THE WATER.

One poor man, who had been vainly trying to save the lives of his wife and two children, was pulled on the raft, and he, with the others, were saved.

Mr. Lacasse said there were three priests on board, and as the ship was settling, he saw them going about the decks giving absolution to the many French and American Catholics who remained on board, and who when they saw hope had almost abandoned them, hurried to the vicinity where the priests were and knelt for absolution.

As the ship settled and went down the captain remained gallantly at his post on the bridge accompanied by one of his officers. As the ship sank beneath the surface some minutes after she created a sort of whirlpool, which sucked down everything on the surface within a certain radius. A face within a certain raidus.e A couple of minutes later, when the suction ceased, those still alive

SAW ABOUT 200 BODIES

come up out of the water, with a rush, as if the sea were giving up the dead after having swallowed the ship. The scene was a horrible fascinating one for those who witnessed it. The fog was dense when the crash came, and in the darkness of death the drowning men and women could do little to save their lives. The big steamer careened in her mad endeavour to keep afloat, but the water poured into her bulkheads, smashing all before it, and despite all endeavours of the captain and officers, who bravely stood by their ship, nearly 300 souls sank into eternity almost in the twinkling of an eye.

Terrible and appalling as was the disaster which overtook the French liner, it would have been even more tragic had she struck the Cromartyshire 10 feet farther aft, for then she too, would have sunk. As it was her port bow was completely carried away, but she was in no immediate danger of sinking, and half an hour later received on board the 200 survivors who escaped the awful tragedy that had befallen their fellow-passengers. When the collision occurred two boats were lowered from La Bourgogne and life rafts were thrown overboard by this means the survivors managed to reach the Cromartyshire.

USED KNIVES ON WOMEN.

Scenes enacted on board La Bourgogne just after the collision were terrible to witness. Men fought for positions in the boats like raving maniacs, women were forced back from boats and trampled down by men who made self-preservation their first object. On board were large numbers of Italians and other foreigners, These men stopped at nothing. In one boat was a party of forty women, but so great was the panic that not a hand was raised to assist in her launching. The occupants, so near saved, were drowned like rats when the ship, with an awful hissing sound, went down. So desperate was the situation that an Italian passenger drew his knife, and made direct at one, who, like himself, was endeavoring to reach the boats. Immediately the action was imitated in every direction. Knives were flourished and used with effect. Women and children were driven back to inevitable death at the point of weapons, the owners of which were experts in their use. According to stories of survivors women were stabbed like so many sheep.

The scene on the water was even worse. Many of the unfortunates who were struggling in the water attempted to draw themselves into the boats and on rafts. These were pushed back into a watery grave. Here, too, knives were used freely. Not all of the dead met death by drowning. Christopher Brunon saw a sailor belonging to the La Bourgogne strike a passenger over the head with a bar and kill him. The body dropped into the water. The passenger grabbed the boat in which the sailor was and attempted to get on board. There were 714 passengers on board and 163 were saved. With the exception of two passengers, Prof. Lacasse and his wife, all the passengers of the Bourgogne who were rescued are aboard the steamer Grecian at Cunard's wharf. The crew are also on board the steamer. She is expected to sail for New York this evening. All the crew are collected by themselves in the forward part of the deck. The officer of the gangway looked at them with a scowl and said if he had his way they would all have been hanged to the yardarm long ago.

AN UNLUCKY VESSEL.

Since the Bourgogne was launched in 1885 she had faced many perils at sea, and had her full share of adventures. Of these the most perilous to her was the steamship Aller in the harbour of New York on February 29, 1895. La Bourgogne was but little injured, and continued her journey. In the same year La Bourgogne figured in one of the most sensational rescues on record. During a terrific gale on July 28, the lookout sang out, "Sail on the port bow, sir." Through glasses a barque could be seen labouring heavily in the tremendous seas. Only her torn foresail was up and she flew signals of distress. A call for volunteers to man the boat brought the first lieutenant, Amelie Notay, from his sick bed, and with him and two sailors abroad, the launch was lowered. Struck by a huge wave the launch upset, but Notay and his men caught the life rings, and were hauled abroad. Then they tried again and succeeded in getting away. Another boat, under the third lieutenant, George Ainsworth, followed. Owing to the fury of the gale the boats could not go nearer than 100 feet of the sinking barque, which proved to be the Ernst of Rostock, Germany. The crew of twelve leaped into the sea and were picked up by the two boats. Not a life was lost. The only other danger point in La Bourgogne's career was caused by a sunken barge, the Andrew Jackson, in Gedney's channel, New York harbor. When La Bourgogne was coming into this port on June 1, 1896, she narrowly escaped running on a hulk. Mrs. John Jacob Astor was one of her passengers on that trip.

RUSHING TROOPS TO CUBA.

Large Reinforcements Have Left the U.S. During the Past two Weeks.

A despatch from Washington says:—Additional reinforcements for the American army near Santiago de Cuba left Charleston on Wednesday on the Columbia and Yale. The troops that sailed comprised 2,486 men, under command of Brig.-Gen. Ernst. Major-General Wilson sailed with these troops for the purpose of taking command of a division upon his arrival at Santiago. During the last two weeks a large army has left the United States to reinforce the American troops now before Santiago. nO June 30th, 950 regular recruits sailed from Tampa. These troops are now in Cuba. Brig.-Gen. Randolph's detachment of light artillery and the first regiment of the district volunteers sailed for Santiago on July 3. Several thousand additional troops will leave the United States for Santiago before the end of the present week. The authorities intend that the American army now before Santiago shall be strengthened to such a degree that defeat will be next to impossible.

SHAFTER WANTS MEDICINES.

Despatch From Clara Barton—Wounded Are Constantly Coming In.

A despatch from New York says:—Chairman Stephen E. Barton has received the following telegram from Clara Barton, the despatch coming through the War Department from Playa del Este:—"Lesser and his forces are attending wounded here. They are constantly coming in. Elwell and his forces are landing supplies from the States of Texas, in the surf, day and night, without docks, under great difficulties and dangers. General Shafter sends us urgent appeals from the front for medicines and food. None there. Will try to send by four mule waggons to him and go ourselves." Miss Barton does not give her exact location.

EXTREMITY OF DESPAIR.

Authorities at Madrid Adopting Strong Precautions Against Rioting.

A despatch from Madrid says:—The enthusiasm aroused by the misleading despatches of the Spanish Government from Cuba is changed into the wailings of the families of the victims and lamentations for the national disaster. The Ministers are crestfallen, and are still concealing the worst. The utmost extremity of despair, of rage, and recriminations prevail among the population, and the authorities are adopting strong precautions, fearing popular outbursts. Marshal Martinez de Campos has been foremost in the endeavours to prevent disturbances. A Government crisis is imminent, and it is regarded as probable that Senor Silvela or Marshal Campos will succeed Senor Sagasta as Premier, and propose peace in order to prevent the Americans from bombarding the peninsula and ruining Spain.

The palace is strongly guarded, and the Queen Regent, who is described as being inconsolable, is receiving the sympathy of the sensible portion of the population, but there is no disguising the fact that grave forebodings are heard as to the future of Spain.

The tone of the general public can be summed up in the following remark frequently heard:—"God alone knows what will happen."

Senor Gamazo, Minister of Public Instruction and Public Works, had a long audience with the Queen Regent on Wednesday afternoon, and subsequently conferred with the Duke Almodovar de Rio, the Foreign Minister. These interviews have caused much comment. The Queen Regent has signed a decree, promoting Col. Ordonez and Col. Escario to the rank of general. The Government will transmit to the powers, the protest of the Cuba Colonials Chambers against the American invasion of Cuba, which the protest describes as "a brutal attempt to seize territory."

The authorities kept the disaster to Admiral Cervera's squadron a secret as long as possible, and even suppressed the extra editions of the newspapers giving the facts. The official confirmation, therefore, caused a tremendous impression, particularly in naval and military circles, where the Government is accused of ordering Admiral Cervera to make a sortie, despite the known opposition of several naval experts. The troops are confined to barracks, as disorders are feared, but up to this hour, there have been no disturbances in Madrid or in the provinces.

NUMBER OF SICK INCREASING.

A Hundred Cases of Low Fever in the American Hospitals.

A despatch from General Shafter's Headquarters says:—The French and Portuguese Consuls have continued their conference looking to the relief of the refugees from Santiago de Cuba. They called on General Shafter on Wednesday morning, reported that the exiles were wholly destitute, and begged for American aid. The general promised to afford the refugees a limited daily supply of food at El Caney and other towns in Spanish territory, where they get nothing from Spain. The Consuls were very guarded in their references to the situation at Santiago, but they painted it worse than reported by the refugees. They claimed the garrison only numbered 5,000 men. The accuracy of this is doubtful, as General Pando is almost certain to have arrived with what is left of his 5,000 men from Manzanillo.

The hospital conditions of the American army are improving. 40 ambulances are now in service, and there are many empty tents. The wounded are nearly all at Juragua. The headquarters' hospital has been cleared in expectation of the next assault. The number of sick is increasing rapidly. There are 100 cases in the invalid hospital, principally diarrhoea and low fever. The officers hope for a speedy termination of the siege before the ravages of the climate and disease commence.

AFTER SANTIAGO, PEACE.

The War Likely to Terminate Within a Few Days at the Furthest.

A despatch from Washington says:—Will peace come with the fall of Santiago? Administrative officials are hopeful, and some of them even confident, that it will. This hope is based on one important bit of information which came to Washington on Thursday in this official despatch to the Secretary of the Navy from Lieut. Colwell, the United States naval attache at London:—

Have reliable information that Spain will enter into peace negotiations this week. Campos probably Prime Minister. Lt. Colwell's sources of information as to what is going on in Spain have hitherto been so trustworthy that the officials of the Administration are hopeful that his despatch will be borne out by events.

It is believed that the sending of Commodore Watson's squadron to Spain and to pursue Admiral Camara will be one of the most effective agencies in bringing about peace. It will convince the Spaniards and their Government that it is to be the policy of the United States to pursue the war relentlessly, and carry it even to the coasts of Spain if they do not embrace teh present opportunity and sue for peace.

YELLOW FEVER AT KEY WEST.

A despatch from Key West says:—Yellow fever has broken out here. One victim has already died. Many additional cases have been reported, but in the majority of instances they are mild attacks. Both victims were taken off the United States steamship Yankee, from Santiago. Quarantine has not yet been declared, but is threatened.

ANNEXATION OF HAWAII.

PRESIDENT MCKINLEY SIGNS THE RESOLUTION OF CONGRESS.

Possession to be Taken at Once—The Warship Philadelphia Will Proceed to the Island With Instructions to Minister Sewall.

A despatch from Washington, says:—The President signed the resolution annexing Hawaii at 7 p.m. on Thursday.

The necessary orders were given during the day to start the Philadelphia for Hawaii, carrying Admiral Miller with a notice of the action of the United States Government, and directing Minister Sewall to take formal possessions in the name of the United States.

Minister Hatch, of Hawaii, arrived at the State Department at 11 o'clock and held an extended conference with Secretary Day on the consummation of annexing Hawaii to the United States. The Hawaiian authorities had taken steps to convey the news at the earliest possible moment to Hawaii. Mr. Hatch sent extended official despatches to the Hawaiian agent in San Francisco to be forwarded by the steamer sailing on Thursday. The Minister will leave here on Friday to catch the steamer sailing for Hawaii on the 13th. Mr. Lewin M. Thurston, Hawaiian Commissioner goes with Mr. Hatch, but will wait till the 16th, to take steamer for Hawaii. It is understood also that Mrs. Dominis, former Queen Liliuokalani, and her party who have been in Washington for many months, contemplate takinge an early steamer for Hawaii.

Minister Slacht and Mr. Thurston expressed the deepest satisfaction at the outcome of the long struggle. As they entered the State Department they received congratulations on every hand. Mr. Thurston remarked that it felt "good to be an American."

A PART OF THE U. S. NOW.

It is the view of the Hawaiian authorities that Hawaii becomes a part of the United States the moment tha President attaches his signature to the resolution of Congress. The annexation is said to be complete without any further action here or in Hawaii. At the same time, it is possible that the Hawaiian Legislature may pass a resolution similar to the one passed by Congress. While it is said that it is not necessary, yet it will be a formality accomplished, and remove every possible chance of quibble over the regularity of the procedure.

Mr. Thurston explains the status thus:—"The Hawaiian Senate unanimously ratified a treaty of annexation. This, in effect, was a tender of Hawaii to the United States. Now the United States accepts the tender by a joint resolution of Congress, signed by the President. The tender and acceptance complete the act."

It is said that the transmission of the republic to the United States can be accomplished without the slightest delay or friction. A complete internal organization already exists, civil, military, etc., and it is pointed out that this does away with the delay of organizing a government, such as occurred when California was admitted. For the present the existing civil organization will continue with President Dole as chief executive, and this will run along until the five commissioners appointed by the President complete a system of organization and put it into effect.

GOT WHAT THEY ASKED.

Victory for the Strikers on the Canada Atlantic and O.A., and P.S.

A despatch from Ottawa says:—The strike of section men on the Canada Atlantic and Ottawa, Arnprior, and Parry Sound system resulted on Tuesday night in a complete victory for the men. The management of the railway system was waited upon by a committee of engineers and conductors, who acted as intermediaries. They offered the immediate settlement of the strike at $1.10 a day. This is an increase of 10 cents per man. It was the original demand, but when the company declined to treat on that basis the men asked for $1.25 a day. The offer was accepted, and all the men who went out on strike last week, numbering nearly 600, have returned to their duty.

MAY AFFECT THE G. T. R.

The increase of 10 cents a day per man means a gain for them in the aggregate of nearly $22,000 a year. The strike was conducted in a very orderly and creditable manner. It is regarded by railway men as of special importance, inasmuch as the section men on the Grand Trunk system are pressing for an increase. They are now paid 97 cents a day, and the fact that the section men on the Booth systems have been so successful will have a tendency to stiffen them in their demands. The C.P.R. pay $1.15 a day.

It is claimed that the result of the strike is a gain of $1,000,000 to the section men of Canada by increasing their income by an annual amount which, when capitalized, would represent that sum.

AERIAL TORPEDOES.

Something That Will, It is Claimed, Revolutionize Naval Warfare.

A despatch from London, says:—The Daily Mail publishes an interview with Lieut. Gradon, describing his alleged invention of a torpedo system that will revolutionize naval warfare. Lieut. Grandon claims that his system will increase the effective range of torpedo boats to 6,000 yards by the use of aerial torpedoes, charged with an explosive more powerful than dynamite. He asserts that he has received a letter from President McKinley saying that the American War and Navy Departments have been directed to investigate his system.

ONTARIO ARCHIVES
TORONTO