**F. H. BUTLER** STOCK BROKER

Stocks, Bonds, Grain and Provisions bought and sold for cash or on margins. Send for vest pocket manuel. Long distance 'phone 1,278. OFFICES—Masonic Temple, London.

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**N. S. WILLIAMS, Broker,**
113 Masonic Temple.
Correspondents W. F. DEVER & CO. Established 1890. Stocks, Bonds, Grain, Provisions and Cotton bought and sold for cash or on margin.
Long distance 'phone 1,113.

# LATEST MARKETS

### LOCAL MARKET.

London, Wednesday, Jan. 11.

There were 30 loads of hay on the stand today. Sales were moderately brisk at $8 50 per ton for most of the offerings. A few loads went at $9 per ton. Straw sold at $6 per ton; there was only a couple of loads offered.

About eight loads of oats were offered. All sold at $1 per cwt. The demand is good.

WEEKLY REVIEW.

The markets held here during the past six days were not up to the average for this time of the year. It is the opinion of many of the buyers that the farmers have not a great deal of the smaller products to sell at present, consequently the supply is not very large. Sales are brisk for all of the lines offered with the exception of apples and butchers' meat.

Grain—Oats are the only kind of grain offered to any extent. There is a good demand at $1 per cwt for nearly all of the offerings. Barley sells at 90c to 93c per cwt.

Hay and Straw—The supply of hay during the week amounted to 140 loads. The demand is moderately brisk at $8 to $9 per ton for medium and choice loads. Straw is decidedly scarce, and prices are firm at $6 per ton. Baled straw sells at $6 per ton wholesale.

Butter and Eggs—Butter is firm, at prices quoted, which are considerably higher than those paid a couple of weeks ago; some of the buyers are of the opinion that prices will remain firm for some time to come. Eggs are coming in more plentifully, and prices are a shade easier, at 25c to 25c per dozen, wholesale.

Apples—Sales are slow, at $1 per barrel for most of the offerings; choice barrels bring $1 25 for selected fruit.

Potatoes—Owing to the cold weather there has not been a great deal offered; sales are made at 70c to 75c per bag.

Dressed Hogs—There is a fairly good demand, and most of the offerings sell at $6 50 per cwt.

Live Hogs—The price for next Monday's shipment will be $4 60 per cwt, and probably $4 65 for selects; fat sows bring $3 per cwt; small pigs sell at $2 to $4 per pair.

Poultry—The supply is light; prices are firm; dressed turkeys sell at 15c per lb wholesale; alive, 11½c to 12c; dressed chickens, 65c to 90c per pair, or 10c to 10½c per lb; old hens, alive, 5c to 6c per lb; dressed, 7c to 8c; ducks, per pair, 75c to $1 25, or 10c per lb; geese, each, 85c to $1 30, or 9c to 9½c per lb.

Butchers' Meats—Sales are draggy, at the following prices: Beef, by the carcase, from $4 50 to $6 50 per cwt; lamb, 10c to 10½c per lb; veals (in good demand) at $7 50 per cwt for fairly good quality; pork, 8c for forequarters and 9c per lb for hindquarters.

Rabbits sell at 25c to 30c per pair.

**London Electric**

Fives and all standard investment bonds and stocks bought and sold for cash.

**H. C. BECHER.**
412 Richmond. Long Distance 'Phone 213.

### STOCK MARKETS.

H. C. Becher, stock broker, Bank of Commerce building, received the following by private wire from Bartlett, Frazier

New York, Jan. 11 — Noon. — The feature of the dealings has been the local traction stocks, which have been strong, Inter-Boro making a new high record of 187½. The advances was accompanied by rumors of a merger of all the local traction issues, though no definite news was obtainable. In the balance of the market the dealings showed a moderate increase in volume and that a refunding plan would be shortly announced, which would be followed by a dividend on the common stock. Sentiment is moderately bullish, and most of the conservative commission houses are advising purchases of good stocks on recessions. Sales to noon, 279,000.

NEW YORK.

Reported by F. H. Butler, stock broker, Masonic Temple, for The Advertiser.

New York, Jan. 11.

| | Open | High | Low | Close |
|---|---|---|---|---|
| Amal. Copper | 73⅞ | 74 | 73⅞ | 73⅞ |
| American Sugar | 141 | 142¼ | 141 | 142¼ |
| Amer. Locomotive | 35 | .. | .. | .. |
| American Refining | 81⅞ | 82½ | 81⅞ | 82 |
| Atchison, com | 87⅞ | 87½ | 87 | 87⅞ |
| Atchison, pfd | 100⅞ | 100⅞ | 100⅞ | 100⅞ |
| Baltimore & Ohio | 104⅝ | 104⅞ | 104⅝ | 104⅝ |
| Brooklyn Transit | 60⅞ | 61½ | 60⅞ | 61⅛ |
| C. P. R. | 132⅞ | 133⅜ | 132⅞ | 133⅜ |
| Ches. & Ohio | 48 | 48 | 47⅞ | 47⅞ |
| Chicago G. Western | 22⅞ | 22⅞ | 22⅞ | 22⅞ |
| Chicago & Alton | 42⅞ | .. | .. | .. |
| Col. Fuel & Iron | 46 | 46½ | 46 | 46¼ |
| Consolidated Gas | 196 | 196 | 196 | 196 |
| Erie | 39⅝ | 39⅞ | 39½ | 39½ |
| Erie, pfd | 77⅞ | 77⅞ | 77⅞ | 77⅞ |
| Illinois Central | 159⅛ | 159¼ | 158⅝ | 159 |
| Kan. & Tex., com | 31⅜ | 31⅜ | 31⅜ | 31⅜ |
| Kan. & Tex., pfd | 63¼ | 63⅜ | 63¼ | 63⅜ |
| Louisville & Nash | 140½ | 140⅞ | 140¼ | 140¼ |
| Manhattan | 168½ | 170¼ | 168½ | 169⅝ |
| Metropolitan St. Ry. | 115⅝ | 117½ | 115⅝ | 117 |
| Mexican Central | 23⅜ | 23⅞ | 23⅜ | 23½ |
| Missouri Pacific | 106½ | 106¾ | 106½ | 106⅝ |
| N. Y. Central | 143½ | 144 | 143½ | 144 |
| Norfolk & Western | 79¼ | 79¼ | 79¼ | 79½ |
| Ontario & Western | 41⅞ | 41⅞ | 41⅞ | 41⅞ |
| Pennsylvania | 137⅞ | 137⅞ | 137⅞ | 137⅞ |
| People's Gas | 106½ | .. | .. | .. |

IT MAY BE FIFTY years ere your death occurs and your will requires to be probated. You can depend upon the existence and good services of this Company, even though that length of time elapse.

**The London and Western Trusts Company, Limited.**

**C. N. SPENCER,** STOCK BROKER.

Stocks, Bonds, Grain and Provisions bought and sold for cash or on margins. Long distance 'phone 180. Office, Market Lane.

| | | | | |
|---|---|---|---|---|
| Reading | 81¼ | 81¾ | 81¼ | 81½ |
| Republic I. & S. | 16 | 16¼ | 16 | 16¼ |
| Rock Island | 36½ | 36¾ | 36½ | 36⅝ |
| Southern Railway | 35 | 35¼ | 35 | 35 |
| Southern Ry., pfd | 96⅞ | 96⅞ | 96¼ | 96⅞ |
| Southern Pacific | 65½ | 66½ | 65½ | 66⅛ |
| St. Paul | 172⅝ | 172⅞ | 172⅝ | 172¾ |
| Texas | 35¼ | 35¼ | 35⅛ | 35⅛ |
| Twin City | 105½ | .. | .. | .. |
| Tenn. Coal & Iron | 71¼ | .. | .. | .. |
| Union Pacific | 114¾ | 115¾ | 114¾ | 115⅜ |
| U. S. Leather | 13¼ | 14¼ | 13⅛ | 13¾ |
| U. S. Leather, pfd | 101⅛ | 101⅞ | 101⅛ | 101¾ |
| U. S. Rubber | 37¾ | 38¼ | 37¾ | 38 |
| U. S. Steel | 29⅜ | 29⅞ | 29¼ | 29¼ |
| U. S. Steel, pfd | 92 | 92¾ | 92 | 92½ |
| Wabash, pfd | 21½ | .. | .. | .. |
| Western Union Tel. | 92⅝ | 92⅞ | 92⅝ | 92⅞ |

TORONTO.

Toronto, Jan. 11.

| | Ask. | Off. |
|---|---|---|
| Ontario Bank | 132½ | 132 |
| Bank of Commerce | 165 | 164 |
| Imperial Bank | 239½ | 237 |
| Dominion Bank | 251 | 250 |
| Standard Bank | 240 | 236 |
| Bank of Hamilton | 220 | 218 |
| Ottawa Bank | 220 | .. |
| Traders' Bank | .. | 132 |
| Bank of British America | .. | 93 |
| Western Assurance | .. | 93 |
| Imperial Life | .. | 149 |
| Consumers' Gas | 213 | 210 |
| Ont. & Qu'Appelle Land | .. | 100 |
| Can. Northwest Land, pfd | .. | 99 |
| Canadian Pacific Railway | 133¼ | 133 |
| Canadian Pacific, new | 130½ | 129¾ |
| Toronto Electric Light | 160½ | 159 |
| Canadian General Electric | 172 | 168 |
| Dominion Telegraph | .. | 129 |
| Bell Telephone | 159½ | 157¾ |
| R. & O. Navigation | 62½ | 61¾ |
| Niagara Navigation | .. | 111 |
| Northern Navigation | .. | 64 |
| Toronto Railway | 106 | 105 |
| Twin City Railway | 105¼ | 104¾ |
| Winnipeg Street Railway | 117 | 114 |
| Sao Paulo Tramway | 107 | 106½ |
| Dominion Steel, com | 19 | 18¾ |
| Dominion Coal, com | 63 | 60 |
| Nova Scotia Steel, com | 65¾ | 65 |
| Crow's Nest Coal | 350 | .. |
| Mackay, com | 38¾ | 38¼ |
| Mackay, pfd | 74½ | 73¾ |
| Salt | 114 | .. |
| British-Canadian L. & I. | .. | 91 |
| Canada Landed | .. | 109 |
| Canada Permanent | 123½ | 122 |
| Canadian Savings & Loan | .. | 120 |
| Central Canada Loan | .. | 168 |
| Dominion Savings & Invest. | .. | 70 |
| Hamilton Provident | .. | 119 |
| Huron & Erie L. & S. | .. | 185 |
| Landed Banking & Loan | .. | 119 |
| London & Canada L. & A. | .. | 96⅞ |
| Manitoba Loan | .. | 95 |
| Toronto Mortgage | .. | 100 |
| Ontario Loan & Debenture | .. | 120 |
| Toronto Savings | .. | 130 |

SALES: Ontario Bank, 1 at 132; Bank of Toronto, 10 at 236½; Bank of Commerce, 2 at 164¾, 1 at 164¾, 1 at 165; Toronto Electric Light, 6 at 159½; Canadian General Electric, 5 at 170; St. Lawrence, 5 at 104; C. P. R., 25 at 132¾, 25 at 133, 75 at 133, 25 at 133, 110 at 133, 100 at 133⅛, 100 new at 130; Sao Paulo, 25 at 106¾, ½ at 106½, 10 at 106¾, 25 at 106¾, 1¼ and c., 25 at 62¼, 25 at 62¼; Toronto Mortgage, 5 at 100½; Nova Scotia Steel, 25 at 65¾, 50 at 65½, 50 at 65¾, 25 at 65¾; Dominion Steel, 100 at 19; London and Canada, 7 at 98¾, 6 at 98, 20 at 99, 72 at 99; Canada Landed, 12 at 110, 3 at 110.

MONTREAL.

Montreal, Jan. 11.

| | Ask. | Off. |
|---|---|---|
| Canadian Pacific | 133½ | 133⅛ |
| Canadian Pacific, new | 130¼ | 129½ |
| Winnipeg Street Railway | 120 | 110 |
| Montreal Street Railway | 216¼ | 215 |
| Toronto Street Railway | 106½ | 105 |
| Halifax Railway | 105 | 103½ |
| Twin City Transit | 105¾ | 105 |
| Richelieu & Ontario | 63 | 61½ |
| Montreal Telegraph | .. | 158½ |
| Bell Telephone | .. | 158⅝ |
| Dominion Steel, com | 19¼ | 19 |
| Dominion Steel, pfd | 64½ | 64¼ |
| Montreal Power | 81 | 80½ |
| Nova Scotia Steel, com | 66 | 65½ |
| Detroit Railway | 78½ | 77¾ |
| Laurentide Pulp | .. | 78 |
| Montreal Cotton | 103 | 101 |
| Dominion Cotton | 37 | 36 |
| Mackay, pfd | 74⅛ | .. |
| Montreal Railway, bonds | 104½ | 103 |
| Montreal Railway, new | .. | 214½ |
| Dominion Coal, com | 63 | 60 |
| Winnipeg Railway, bonds | 105 | 104½ |
| Laurentide Pulp, pfd | 102½ | 102 |
| Lake of Woods Milling, pfd | 112 | 109 |
| Bank of Montreal | 258 | 256 |
| Ontario Bank | 141 | .. |
| Bank British N. America | .. | 130 |
| Molsons Bank | 225 | 221½ |
| Bank of Toronto | .. | 239 |
| Merchants' Bank | 168 | .. |
| Ogilvie Flour | .. | 200 |
| Ogilvie Flour, bonds | 115 | 112 |
| Royal Bank | .. | 207 |
| Hochelaga Bank | 135 | .. |
| Dominion Steel, bonds | 81¼ | 81 |
| Montreal Heat & Light | 103 | 99¾ |
| Toledo Railway | 24½ | 22 |

SALES: C. P. R., 225 at 133, 100 at 133½, 10 at 133, 25 at 133¼, 100 at 133½; Power, 125 at 81, 150 at 80¾, 175 at 80½, 1 at 81, 50 at 80½, 10 at 80¼, 75 at 80½; R. and O., 75 at 62; Detroit Railway, 30 at 77¾; Mackay, preferred, 25 at 74½; Coal, preferred, 15 at 144, fully paid; Laurentide Paper, preferred, 25 at 101½, 25 at 102; Lake of the Woods Milling, bonds, 1,000 at 108½; Laurentide Paper, common, 30 at 80; Scotia, 25 at 65, 10 at 65½, 100 at 65, 15 at 65½, 50 at 65¼, 25 at 65, 50 at 65¾, 25 at 65½; Switch, preferred, 1 at 99; Iron, common, 35 at 19¼; C. P. R., new, fully paid, 11 at 123; Iron, preferred, 25 at 64½, 15 at 64, 25 at 64½; Toronto Railway, 25 at 105¼; Ogilvie, preferred, 25 at 131; Montreal Telegraph, 100 at 159¾; Bank of Toronto, 10 at 237; Bank of Montreal, 5 at 257; Bank of Commerce, 1 at 165¾, 11 at 165; Merchants' Bank, 62 at 168; Winnipeg Railway, bonds, 4,000 at 104½; Iron, bonds, 1,000 at 81¾; Halifax Railway, 5 at 105½.

### CHICAGO EXCHANGE.

Reported by F. H. Butler, stock broker, Masonic Temple for The Advertiser.

Chicago, Jan. 11.

| | Open. | High. | Low. | Close. |
|---|---|---|---|---|
| Wheat— | | | | |
| May | 1 16⅞ | 1 17½ | 1 16⅛ | 1 17 |
| July | 99⅞ | 99⅞ | 99¼ | 99⅝ |
| Corn— | | | | |
| May | 44½ | 44⅞ | 44½ | 44⅝ |
| July | 45⅛ | 45½ | 45⅛ | 45⅜ |
| Oats— | | | | |
| May | 31⅛ | 31¼ | 31⅛ | 31¼ |
| July | 31⅛ | 31¼ | 31⅛ | 31¼ |
| Pork— | | | | |
| January | .... | .... | .... | 12 35 |
| May | 12 52 | 12 65 | 12 52 | 12 65 |
| Lard— | | | | |
| January | .... | .... | .... | 6 90 |
| May | 6 82 | 6 82 | 6 80 | 6 82 |
| Short Ribs— | | | | |
| January | .... | .... | .... | 6 80 |
| May | 6 57 | 6 65 | 6 57 | 6 65 |

### HAY MARKET.

TORONTO.

Toronto, Jan. 10.—Baled Hay—The market is fairly firm, at $7 50 to $8 per ton for No. 1 timothy, and $6 25 to $6 50 for No. 2 and mixed clover, all on track here.

Baled Straw—Car lots on track here are quoted steady, at $6 to $6 50 per ton.

### ENGLISH MARKETS.

LIVERPOOL.

Liverpool, Jan. 11.—Wheat—Spot nominal. Futures quiet; March, 7s 1d; May, 7s 1½d; July, 7s 1½d.

Corn—Spot, American mixed new, easy, 4s 1½d; do, old, quiet, 4s 1½d. Futures steady; March, 4s 1d; May, 4s 1½d.

Peas—Canadian, 5s 9½d.

Hops (in London)—Pacific coast firm, £7 10s to £8 10s.

Beef—Firm; extra India mess, 68s 9d.

Pork—Prime mess western, easy, 67s 6d.

Hams—Short cut, 14 to 16 lbs, firm, 41s.

Bacon—Cumberland cut, 26 to 30 lbs, firm, 36s 6d; short ribs, 16 to 24 lbs, dull, 36s 6d; long clear middles, light, 28 to 34 lbs, quiet, 37s; long clear middles, heavy, 35 to 40 lbs, quiet, 36s; short clear backs, 16 to 20 lbs, easy, 35s; clear bellies, 14 to 16 lbs, quiet, 43s; shoulders, square, 11 to 13 lbs, dull, 32s 6d.

Lard—Prime western, in tierces, quiet, 35s 6d; American refined, in pails, quiet, 34s 6d.

Butter—Nominal.

Cheese—Strong; American finest white and colored, September makes, 53s.

Tallow—Prime city steady, 22s 9d; Australian (in London) easy, 26s 6d.

Turpentine Spirits—Steady, 39s.

Rosin—Common firm, 5s 3½d.

Petroleum—Refined steady, 6d.

Linseed Oil—Steady, 15s.

—Miss L. Cheesbrough has returned home, after visiting friends and her uncle of Hamilton.

**WE MAKE YOU SAFE**

The proper filling of prescriptions requires an ample stock of high-grade drugs. It requires scales that weigh to the fineness of a hair and much other necessary equipment. All of these are features that are provided here. Nothing is lacking or left undone that can add to your security.

**Strong's Drug Store,**
184 DUNDAS STREET.

Strong's Baking Powder is the product of the purest and finest materials to be had. Price 25c.

### LIVE STOCK MARKET.

TORONTO.

A few of the day's transactions follow: George Rowntree bought 120 cattle for the Harris Abattoir Company, paying $4 20 to $4 30 per cwt for choice butchers, $3 80 to $4 10 for fair to good, $3 40 to $3 60 for medium and $2 to $3 per cwt for common grades.

A. W. Pringle bought 50 cattle, averaging 1,000 lbs, at $3 40 to $4 15 per cwt.

Maybee & Wilson sold 64 butchers' cattle, weighing 900 to 1,190 lbs, at $3 to $4 30 per cwt; 3 export bulls, 1,480 to 1,830 lbs, at $3 60 to $4; 5 milch cows at $42 to $45 each, and 6 common cows, 1,100 lbs, at $2 60 per cwt.

Fred Dunn bought 16 butchers, 800 to 1,050 lbs, at $3 40 to $3 70, and sold 6, weighing 975 lbs, at $3 70 per cwt.

Zeagman & Sons bought 1 load of mixed butchers, 900 to 1,100 lbs, at $3 25 to $3 45 per cwt.

Sinclair Levack bought 16 export bulls at $3 75 to $4 per cwt.

C. McCurdy bought 28 butchers at 3¾c to 4c, and 2 bulls, 1,800 lbs, at 4c per lb.

Frank Hunnisett bought 80 cattle at $4 25 to $4 50 for exporters, $2 25 to $4 25 for butchers, and $3 25 to $4 per cwt for export cows.

Crawford & Hunnisett bought 9 loads of exporters, 1,300 to 1,400 lbs, at $4 to $4 60 per cwt, and sold 2 loads of butchers, 1,010 to 1,100 lbs, at $4 12½ to $4 30, and 6 extra choice heifers, 1,100 to 1,250 lbs, at $4 50.

W. H. Dean bought five loads of exporters, 850 to 1,150 lbs, at $4 25 to $5 per cwt.

W. J. McLellan bought 3 loads of butchers, 850 to 1,150 lbs, at $3 30 to $4 30 per cwt.

Sheep and Lambs—Business in the small meats section was again active and prices scored another advance under a heavy demand and light offerings. Cull sheep showed the largest gain, being up 50c per cwt, while export ewes, bucks and lambs were 25c per cwt higher than an Thursday last. Quotations:

| | | | |
|---|---|---|---|
| Export ewes, cwt | $4 50 | @ | $4 75 |
| Export bucks | 3 25 | @ | 3 75 |
| Cull sheep, each | 3 50 | @ | 4 00 |
| Lambs, cwt | 5 50 | @ | 6 25 |
| Calves, cwt | 3 50 | @ | 5 50 |
| Calves, each | 2 00 | @ | 10 00 |

Hogs—The arrivals were light and the demand good, prices as a result advancing 10c per cwt; selects now selling at $4 90 per cwt, and lights and fats at $4 65.

OLD COUNTRY PRICES.

London, Jan. 10.—Live cattle are quoted at 11c to 12½c per lb; refrigerator beef at 8⅞c to 9c per lb; sheep at 12½c to 13½c per lb.

EAST BUFFALO.

East Buffalo, Jan. 11.—Cattle—Receipts, 175 head; slow; prime steers, $5 75 to $6; shipping, $4 75 to $5 50; butchers, $4 50 to $5 15; heifers, $3 25 to $4 50; cows, $2 75 to $4; bulls, $2 50 to $4 25; stockers and feeders, $2 75 to $4 35. Veals—Receipts, 150 head; 50c lower, $4 50 to $8 50.

Hogs—Receipts, 9,500 head; active, 5c to 10c lower; heavy and mixed, $4 95; Yorkers, $4 75 to $4 90; pigs, $4 60 to $4 65; roughs, $4 10 to $4 25; stags, $3 to $3 50.

Sheep and Lambs—Receipts, 7,000 head; active; sheep steady, lambs 5c higher; native lambs, $6 50 to $8; Canadas, $7 25 to $7 50; yearlings, $6 to $6 85; wethers, $5 25 to $5 75; ewes, $5 to $5 50; sheep, mixed, $2 50 to $5 50.

CHICAGO.

Chicago, Jan. 11.—Cattle—Receipts, 33,000; market 10c to 15c lower; good to prime steers, $5 60 to $6; poor to medium, $3 75 to $5 45; stockers and feeders, $2 25 to $4 15; cows, $1 25 to $4 40; heifers, $2 to $5; canners, $1 25 to $2 50; bulls, $2 to $4; calves, $3 to $7.

Hogs—Receipts, 48,000; market 5c to 10c lower; mixed and butchers, $4 50 to $4 70; good to choice heavy, $4 50 to $4 80; rough heavy, $4 40 to $4 55; light, $4 40 to $4 67½; bulk of sales at $4 55 to $4 70.

Sheep—Receipts, 22,000; sheep strong, lambs firm; good to choice wethers, $5 to $5 60; fair to choice mixed, $3 90 to $5; native lambs, $6 to $7 75.

### OIL MARKETS.

PITTSBURG.

Pittsburg, Pa., Jan. 10.—Oil opened and closed at $1 45.

OIL CITY.

Oil City, Pa., Jan. 10.—Credit balances, $1 45; certificates, no bid; shipments, Pennsylvania, 73,820 barrels.

LONDON.

London, Jan. 10.—Petroleum, American refined, 5½d; spirits, 8½d.

ANTWERP.

Antwerp, Jan. 10.—Petroleum, 19 francs.

BREMEN.

Bremen, Jan. 10.—Petroleum, 6 marks 35 pfennings.

### FLAXSEED.

CHICAGO.

Chicago, Jan. 10.—Flaxseed—Northwest, $1 22½; southwest, $1 15; January, $1 15; May, $1 22.

### DAIRY MARKETS.

NEW YORK.

New York, Jan. 10.—Butter—Steady and unchanged; receipts, 11,971 pkgs. Cheese—Quiet and unchanged; receipts, 1,886 boxes.

CHICAGO.

Chicago, Jan. 10.—Butter—Firm; creameries, 19c to 29c; dairies, 18c to 24c. Cheese—Steady; 11c to 12c.

### SUGAR MARKETS.

NEW YORK.

New York, Jan. 10.—Sugar—Raw strong; fair refining, 4½c; centrifugal, 96 test, 5c; molasses sugar, 4¼c; refined firm. Molasses—Steady.

LONDON.

London, Jan. 10.—Raw sugar—Centrifugal, 16c 3d, nominal; Muscovado, 15s 3d; beet sugar, January, 15s 10½d.

### PRODUCE MARKET.

TORONTO.

Toronto, Jan. 11.—Wheat—The market is slow, with a firm tone for Ontario grades; sales are still being made at $1 02 for red and white, east and west; spring, 95c to 96c; goose, 88c; Manitoba firm; No. 1 northern, $1 09; No. 2, $1 05; No. 3, 99c, at Georgian Bay ports, and 6c more grinding in transit. Flour—Quiet and steady; 90 per cent patents, $4 20 to $4 25, in buyers' sacks, west; 15c to 20c higher for choice; Manitoba, $5 40 to $5 70 for first patents, $5 to $5 40 for second patents, and $5 to $5 20 for bakers. Millfeed—Easier, at $14 for bran in bulk, and $16 for shorts, east and west; Manitoba, $20 for shorts and $18 for bran for export. Barley—Steady, at 45c for No. 3, 43c for extra and 41c for No. 3 malting, outside. Toronto freights. Rye, 76c for No. 2. Corn—The market is easier; new Canadian yellow, 41½c; mixed, 41c, f.o.b., Chatham freights; new American, No. 3 yellow, 51½c; mixed, 51c, on track at Toronto. Oats, 33c to 33¼c for No. 1 white, low freights; No. 2, 32½c, low freights, and 32c north and west. Rolled oats, $4 for cars of bags and $4 25 for barrels, onthe track at Toronto; 25c more for broken lots here and 40c more outside. Peas, 67c for No. 2, west. Buckwheat, 52c to 53c west. Butter—Steady, with good demand for creamery prints and dairy rolls; prices unchanged. Eggs—Steady, at 29c for limed and 21c for fresh.

### Locomotiv Explodes.

Cleveland, O., Jan. 11.—The boiler of a locomotive attached to the eastbound fast express train on the Erie road, blew up while standing at the Creston, Ohio, station today, killing the engineer and fireman instantly and badly injuring another man who was riding in the engine cab.

# THE DEATH OF ENGINEER PHIBBS IN G. T. R. YARDS LAST JANUARY

## Damage Suit Against Company —Eminent Counsel Engaged —The Evidence.

When the assize court opened this morning the case of Phibbs vs. G. T. R. was taken up. It will be remembered that Engineer Phibbs, of the G. T. R., met his death on the 26th of last January in a collision in the East London yards. Mrs. Sarah Phibbs, his widow, is now claiming damages, alleging that deceased's death was due to negligence on the part of the company. A. B. Aylesworth, K. C., appeared for plaintiff, and W. R. Riddell, K. C., for the company.

Besides being of local interest, the case gains importance from the fact that two of Canada's ablest lawyers are acting as counsel. Mrs. Phibbs was in court with her two little children.

The main points at issue were: Whether Phibbs or the engineer of the engine which was coupled to his own at the time of the accident, was in charge of the two locomotives; the speed at which the incoming train, which collided with the two engines, was moving; what was the conditions of the signals which govern the yard at the time; whether the accident was due to the negligence of the crew in charge of the coupled engines, or to that of the yardmen, and the crew of No. 7.

Mr. Aylesworth had a comprehensive chart of the G. T. R. yards, and explained, with its aid, all the circumstances of the fatal affair. Mrs. Phibbs was then put into the box. She had been married to deceased for over seven years, their home being in Sarnia; deceased was earning between $100 and $125 a month.

To Mr. Riddell—Deceased had been suspended from his position for a month in the year preceding his death for disobeying a rule, by reason of which an accident, in which a brakeman was killed, had happened at Fort Erie. Witness admitted that her husband had got as much sleep and rest as was necessary during the week preceding his death.

Mr. Farncombe, architect, identified the plan.

George Blackwell testified that he was employed at the roundhouse at the time of the accident. The left cylinder-head of the engine used by Phibbs was out. Such an engine would be disabled on the left side, and, if it stopped dead, would not be able to start again itself. On the morning when the fatality occurred, Phibbs' engine and one driven by Engineer Lafarrel had been coupled, tender to tender, and had started out in this manner for the company's shops at Little York, where the disabled engine was to be repaired. Lafarrel's engine was pulling the other. Witness said that Phibbs' engine was able to assist the other when once started.

To Mr. Riddell—Witness could not say how many times he had started the engine.

"Ask him how many times he has started a horse," suggested counsel for plaintiff.

Witness did not know to what extent Phibbs' engine's air-brakes were working.

Mr. Aylesworth then entered as evidence the "running repair book" of the roundhouse, in which was an entry in Phibbs' handwriting, describing the nature of the repairs needed by his engine.

James Norwood, who had been Phibbs' fireman, narrated the circumstances of the occasion when the cylinder-head of the engine was broken, the day previous to that of the accident. Witness detailed the circumstances of the trip on which the accident occurred. Although Phibbs' engine was going backwards, witness would not say that it was probable that deceased would have to face to the rear in order to have the lever and other appliances handy. Phibbs would just as likely have been facing east as west. After running some distance to the east to get coal, it was decided to return for water at the tank opposite the station. It was necessary to go back and forth over several switches in order to reach the track next the tank. No. 7, a fast express from the east, supposed to reach London at 2:50 a.m., was overdue, and the coupled engines go onto its path—witness could not say how.

Counsel then questioned witness with regard to the signals. There was supposed to be a brakeman for the protection of irregular trains or engines in such emergencies. Witness could say nothing of this man, nor of the semaphore.

"What effect did the accident have upon you?"

Witness knew nothing except that there had been a great shock, and he was thrown from the cab.

"How did you get out?"

"Well, I was helped out quit a bit."

"Helped out? Who helped you out?"

"No. 7." (Laughter.)

Mr. Aylesworth thought that witness was trying to make things easy for the defense.

Mr. Riddell objected to the insinuation.

To Mr. Riddell—Phibbs had been in good physical condition on the night in question. The injury to the cylinder had no effect upon the working of the air-brakes. When the two engines were moving east the eastern engine would drag the other and its driver would attend to the signals, and vice-versa. Witness could not say which engine was in control when the accident occurred. In a case like that of the one in question witness said that the engineer should wait for the signals of the yardman. Witness had seen none such.

To the Judge—Witness admitted that the eastern engine might possibly have taken part in the control even when moving west.

To Mr. Aylesworth—There was nothing to prevent Lafarrel from seeing the signals when going west.

George Minhinnick, who had been yard foreman at the time of the accident, testified that he and several other men were on the yard engine near by, and had witnessed the accident. The yard engine had moved eastward off No. 2 track in order to get clear of the path of No. 7. The coupled engines, which were west of the yard engine, followed suit, but failed to get clear. Witness declared that the semaphore had been lowered only about 20 seconds before the accident. It was the duty of the yard switchman to look after the semaphore. The latter was always set at danger except when lowered to let a train in from the east.

A long time was then consumed in court in getting at the significance of the red, white and green lights.

After the accident, witness had found Norwood, Phibbs' fireman, on his hands and knees about 40 feet from his engine. No. 7 had been going twenty miles an hour.

Mr. Riddell objected to counsel asking witness with regard to how Norwood got into the position in which he was found.

Mr. Aylesworth contended that anything which might show that (as claimed by plaintiff) the express was running at undue speed, was admissible, and then compelled Mr. Aylesworth.

Witness said Norwood had staggered toward him, his face covered with blood. Norwood had gasped, "Where is Phibbs?" Witness and his companions had then hunted for Phibbs and found him pinned under the fore-truck of the express, quite dead.

Court adjourned for lunch.

# CONVENTION WILL BE A BUMPER

## Liberals to Gather in Force at the Auditorium This Evening.

All preparations have been completed for the Liberal convention in the Auditorium (Y. M. C. A. building), tonight. Very many delegates have secured their credentials, and it is assured that the convention will not only be numerously attended, but also a very representative one. The meeting will be called to order at 8 o'clock by Mr. Geo. C. Gibbons, president of the London Liberal Association, and all the stalwarts of the party will be present to address the delegates. All the delegates are most enthusiastic, and it is an absolute certainty that the candidate decided upon will go before the people with the support of the solid and united Liberal party.

BEING SUED FOR DIVORCE.

Today's Detroit Free Press says: Suits for divorce were begun yesterday by Ruth S. Ford against James Ford, complainant alleging cruelty and non-support; also by Lula M. Dixon against Herbert J. Dixon, on similar allegations. The Fords were married in London, Ont., and the Dixons in Windsor.

USED BAD LANGUAGE.

James Davis, a resident of London Township, came before Squire Lacey this afternoon, and was fined $1 and costs for using bad language towards his wife. Mrs. Davis had said that her husband's language was often abusive, blasphemous and otherwise objectionable. The wife, however, did not appear in court, but the man pleaded guilty. He said, by way of excuse for his conduct that his wife had a bad temper. He was given the option of 14 days in jail. Constable Paisley served the summons.

### WOOL MARKETS.

TORONTO.

Toronto, Jan. 10.—Wool—Fleece, 22c to 23c for washed, 17c to 18c for rejected, and 12½c to 14c for unwashed; pulled wools, 22c to 24c for supers and 24c to 26c for extras.

### BEAN MARKET.

DETROIT.

Detroit, Jan. 10.—Beans—January, $1 62; February, $1 63.

Ask your Grocer for **Windsor Salt** Its Pure—That's Sure.

# DEADLOCK ON OPTION BYLAW

## East Williams Council Did Not Pass Measure to Close the Township Hotels.

The inaugural meeting of the East Williams Township Council for 1905 was held at Nairn on Monday, and among the matters brought up for disposal was the passage of the local option bylaw, which the ratepayers carried at the municipal elections on Jan. 2 by a majority of 25. The bylaw had been given a first and second reading by the council of 1904, the third reading being deferred until the will of the people was taken, and when it came up on Monday for its final reading, opposition, which was unexpected by many, especially in face of the vote of Jan. 2, was offered. Only four members of the council were in attendance—Reeve Campbell, and Councilors Stewart, Ross and Phillips—Councilor Carson being detained at his home owing to a severe illness. Reeve Campbell and Councilor Stewart voted for the bylaw, but Councilors Ross and Phillips opposed it, making a deadlock. No further action could be taken, but the bylaw will be brought up again at a special meeting of the council, to be held after Councilor Carson recovers from his illness. It is understood that Councilor Carson will vote in favor of granting the wishes of the people. In that event the hotels at Nairn and Carlisle (Falkirk postoffice), will be closed on May 1, and the township will be "dry" for a time at least. Should Mr. Carson vote against the passage of the bylaw an interesting point will be raised—whether the council can refuse to carry out the wishes of the people as expressed at the polls.

Messrs George Fraser and W. E. Freele were appointed auditors for the year; Mr. Wm. Ross was appointed assessor, and Mr. James Stewart was appointed a member of the board of health for two years, in place of the late D. Sutherland. Mr. David McKenzie is the member for three years.

# OLD RESIDENT DEAD

## Mrs. Mason Spent Seventy-Three Years on the Same Farm.

Mrs. Elizabeth Mason, one of the oldest and most respected residents of London Township, passed away today at her residence, lot 28, concession 5. Deceased, who had been an invalid for about 10 years, had attained the age of 73 years, and is survived by her husband and the following children: Joseph, of Sault Ste. Marie; John, of Manitoba; Thomas, of this city; William, at home; Mrs. French, Mrs. McLean, Mrs. G. H. Routledge, Mrs. Robert H. Routledge, and Elizabeth, Margaret and Ada at home. The late Mrs. Mason was born, lived all her life and died on the same farm. She is also survived by one sister, Mrs. John Long.

Deceased was a life-long member of the Church of England.

The funeral will be held on Friday afternoon, from the family residence, to Hyde Park Cemetery, at 2.30 o'clock. Rev. George B. Sage will officiate.

# WALKED OUT OF LOCKUP

## Man and Wife, Arrested Here, Escape From Custody at Galt.

A few days ago a couple named Mr. and Mrs. Trevitt, of Galt, were arrested in this city, on a charge of having "jumped" a board bill, and stolen valuables from the new Royal Hotel at Galt. They were taken back to that town by Chief of Police Gorman, and on Saturday were brought before Police Magistrate Blake and remanded to the county jail at Berlin. Before going to Berlin they were given their dinner and put in the Galt lock-up. The woman was offered her liberty, but declined, stating that she wished to remain with her husband. The policeman in charge left the lock-up at noon, and when he returned he discovered that the couple had departed. They found little difficulty in getting out of the place. A farmer has reported that he saw the couple on the C. P. R. tracks, heading for Toronto.

# ACCIDENT AT THE KENNELS SLIDE

## Miss Scatcherd, of Richmond Street, Severely Injured While Tobogganing.

The first serious tobogganing accident of the season occurred on Monday night at the Kennels slide, when Miss Scatcherd, of Richmond street north, was injured.

Miss Scatcherd was one of a party enjoying the sport, and it was near the conclusion of the evening that the accident occurred. The slide is on the of the steep hills at the rear of the Hunt Club house, and the toboggan upon which Miss Scratcherd was seated was suddenly overturned. Miss Scatcherd was thrown some distance. It is thought that she struck some object in her fall. She was badly bruised, and it is feared she may have sustained internal injuries. It is not known as yet if any bones were broken. Miss Scatcherd was removed to her home on Richmond street, where she was attended by Drs. Thomson and Waugh.

Miss Scatcherd was doing nicely today, although it is thought that her complete recovery will be a matter of several weeks.

# Y. M. C. A. HAD