

DOMINION PARLIAMENT DECIDES FOR CONSCRIPTION

Not Less Than 50,000 and Probably 100,000 Men Will Be Required—Canada in Struggle Until Final Victory is Achieved.

A despatch from Ottawa says: "It is my duty to announce to the House that early proposals will be made on the part of the Government to provide by compulsory military enlistment on a selective basis such reinforcements as may be necessary to maintain the Canadian army in the field as one of the finest fighting forces in the Empire," said Sir Robert Borden on Friday at the conclusion of one of the most momentous statements which a Canadian Prime Minister has ever addressed to the House of Commons. He said: "The number of men required will not be less than 50,000 and will probably be 100,000. These proposals have been formulated. In part they will be presented to the House with the greatest expedition that circumstances will permit. I hope that when they are submitted all the members of the House will receive them with a full sense of the greatness of the issue involved in this war."

BRITISH TRANSPORT REPORTED SUNK

140 Lives Lost on Cameronia in Mediterranean.

A despatch from London says: "It is officially announced that the transport Cameronia has been sunk. One hundred and forty men on board are missing. The Admiralty report reads: 'The British transport Cameronia, with troops, was torpedoed by an enemy submarine in the Eastern Mediterranean on April 15. One hundred and forty men are missing, and are presumed to have been drowned.' The survivors of the Cameronia say the vessel was torpedoed in fine, calm weather in the afternoon. The submarine was not seen. A large number of the casualties were due to the explosion of the torpedo, which struck where there happened to be many soldiers. There was some excitement and confusion at the outset after the torpedo had struck, but discipline soon prevailed. The boats were smartly launched, but one of them was smashed, and many lives were lost. The Cameronia was afloat for 40 minutes after she was torpedoed, which enabled torpedo-boat destroyers to run alongside the wounded vessel."

ENGINEER FROM CANADA SOLVES FRENCH PROBLEM.

I have just returned from a visit to some of the forestry camps which are situated in all parts of France, several quite close to the front, says Douglas Robertson in a London cable to The Toronto Evening Telegram. I visited those in the Jura Mountains, within sight of the Alps and close to the Swiss frontier. The section is so dry that it has never been cut, as the French thought it impossible to get water to operate the mills, but a Canadian engineer from Annapolis solved the difficulty by a hydraulic pump. He invented a syphon that raises water 600 feet, and there is now a large output. The forest is reminiscent of British Columbia, the timber being spruce and balsam trees, tall and symmetrical. For quality Ottawa lumbermen declare there is nothing in Canada to equal it. The product is going chiefly to the French army."

DENSE GERMAN FORMATIONS ATTACK RUSSIANS IN VOLHYNIA

A despatch from London says: Dense German formations, Petrograd says, have attempted an attack against Russian positions near Sholov, in the region of Vladimir-Volynski, Volhynia. The Russian soldiers met the attempt with artillery, rifle and machine gun fire and drove the Germans back. There have been no reports of strong German attacks along the line from Riga to the Rumanian-Bukovina border since a few days after the fall of the Romanoff dynasty.

AMERICAN NAVY SENDS TORPEDO-BOAT DESTROYERS

Squadron Arrives Off Queenston and is Now Patrolling Seas—Has Encountered German Submarine.

A despatch from Queenstown says: A squadron of American torpedo-boat destroyers has safely crossed the Atlantic and is patrolling the seas in war service. The American navy's actual entry into the war zone has already been productive of a brush between a destroyer and a German under-water boat, according to an announcement by the British Admiralty, but the result of it has not been made public. The destroyer squadron arrived in Queenstown after an uneventful voyage across the Atlantic, but almost immediately after a formal exchange of greetings with the British naval officials put to sea again for the hard work that is before it. One of the American destroyers began war duty even before reaching this side of the Atlantic. This was when it picked and escorted through the danger zone one of the largest of the Atlantic liners. This action so pleased the British passengers on board that they sent a message of greeting and appreciation to the commander of the destroyer.

LEADING MARKETS

Breadstuffs
Toronto, May 22.—Manitoba wheat—No. 1 official quotations.
Manitoba oats—No. 1 official quotations.
American corn—No. 3 yellow, \$1.66 nominal, subject to embargo, track Toronto.
Ontario wheat—No. 2 winter, per car lot, \$2.95 to \$3.00; No. 2 do, \$2.93 to \$2.95, according to freight outside.
Peas—No. 2, nominal, according to freight outside.
Barley—Malt, \$1.40 to \$1.45 nominal, according to freight outside.
Rye—No. 2, \$1.35 to \$2.00, nominal, according to freight outside.
Manitoba flour—First patents, in jute bags, \$15.40; second patents, in jute bags, \$14.90; strong bakers', in jute bags, \$14.50 Toronto.
Ontario flour—Winter, according to sample, \$13.00 to \$13.10, in bags, track Toronto, prompt cash.
Millfeed—Car lots delivered Montreal, \$16.00; car lots delivered Quebec, \$16.40; shorts, per ton, \$15; middlings, per ton, \$15; good feed flour, per bag, \$3.00 to \$3.10.
Hay—Extra No. 2, per ton, \$12 to \$13.30; Car lots, per ton, \$9, track Toronto.

Country Produce—Wholesale
Butter—Fresh dairy, choice, 42 to 46c; creamery prints, 43 to 45c; solids, 42 to 43c.
Eggs—New-laid, in cartons, 46 to 47c; out of cartons, 44c.
Dressed poultry—Chickens, 26 to 28c; fowl, 24 to 25c; ducks, 22 to 25c; squabs, 40c; do, \$4.00 to \$4.50; turkeys, 30 to 32c.
Cheese—New-laid, 27 to 27½c; twins, 27½ to 28c; triplets, 27 to 28c; old large, 29c; twins, 29c.
Honey—White clover, 2½-lb. tins, 14½ to 15c; 5-lb. tins, 14½ to 15c; buckwheat, 60-lb. tins, 10 to 10½c; comb honey—extra fine and heavy weight, per doz., \$2.75; select, \$2.50 to \$2.75; No. 2, \$2 to \$2.25.
Maple syrup—Imperial gallon, \$1.65 to \$1.75.
Potatoes—On track Ontario, per bag, \$4.25; New Brunswick Delawares, per bush, \$4.25; Albertas, per bag, \$4.00; P.E.I. whites, bag, \$3.60.
Beans—Imported, hand-picked, per bush, \$8.00; Canadian, hand-picked, per bush, \$10.00; Canadian primes, per bush, \$8.00 to \$8.50; Linas, per lb., 19 to 20c.

Provisions—Wholesale
Smoked meats—Hams, medium, 30 to 31c; do, heavy, 25 to 26c; breakfast bacon, 26 to 27c; backs, plain, 25 to 26c; boneless, 27 to 28c.
Lard—Pure lard, tierces, 26 to 27c; tubs, 27 to 27½c; front, 27 to 27½c; back, 26 to 27c; pure lard, tierces, 26 to 27c; tubs, 27 to 27½c; front, 27 to 27½c; back, 26 to 27c.
Cured meats—Long clear bacon, 24 to 25c per lb.; clear bellies, 24 to 25c.

Montreal Markets
Montreal, May 22.—Oats—Canadian Western No. 2, 34c; No. 3, 33c; extra No. 1 feed, 34c; No. 2 feed, 33c; No. 3 feed, 32c; No. 4 feed, 31c; No. 5 feed, 30c; No. 6 feed, 29c; No. 7 feed, 28c; No. 8 feed, 27c; No. 9 feed, 26c; No. 10 feed, 25c; No. 11 feed, 24c; No. 12 feed, 23c; No. 13 feed, 22c; No. 14 feed, 21c; No. 15 feed, 20c; No. 16 feed, 19c; No. 17 feed, 18c; No. 18 feed, 17c; No. 19 feed, 16c; No. 20 feed, 15c; No. 21 feed, 14c; No. 22 feed, 13c; No. 23 feed, 12c; No. 24 feed, 11c; No. 25 feed, 10c; No. 26 feed, 9c; No. 27 feed, 8c; No. 28 feed, 7c; No. 29 feed, 6c; No. 30 feed, 5c; No. 31 feed, 4c; No. 32 feed, 3c; No. 33 feed, 2c; No. 34 feed, 1c; No. 35 feed, 0c; No. 36 feed, 0c; No. 37 feed, 0c; No. 38 feed, 0c; No. 39 feed, 0c; No. 40 feed, 0c; No. 41 feed, 0c; No. 42 feed, 0c; No. 43 feed, 0c; No. 44 feed, 0c; No. 45 feed, 0c; No. 46 feed, 0c; No. 47 feed, 0c; No. 48 feed, 0c; No. 49 feed, 0c; No. 50 feed, 0c; No. 51 feed, 0c; No. 52 feed, 0c; No. 53 feed, 0c; No. 54 feed, 0c; 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No. 786 feed, 0c; No. 787 feed, 0c; No. 788 feed, 0c; No. 789 feed, 0c; No. 790 feed, 0c; No. 791 feed, 0c; No. 792 feed, 0c; No. 793 feed, 0c; No. 794 feed, 0c; No. 795 feed, 0c; No. 796 feed, 0c; No. 797 feed, 0c; No. 798 feed, 0c; No. 799 feed, 0c; No. 800 feed, 0c; No. 801 feed, 0c; No. 802 feed, 0c; No. 803 feed, 0c; No. 804 feed, 0c; No. 805 feed, 0c; No. 806 feed, 0c; No. 807 feed, 0c; No. 808 feed, 0c; No. 809 feed, 0c; No. 810 feed, 0c; No. 811 feed, 0c; No.