

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.

The dredging of Kingston's harbor is to be commenced shortly.

Mr. J. E. Narraway of Montreal, has won the chess championship of Canada.

Deposits in Government savings banks for March totaled \$236,000, and the withdrawals \$247,000.

The Athenian, one of the new Canadian Pacific steamers for the Klondike trade, has arrived at Vancouver.

Capt. Bloomfield Douglas has been appointed naval assistant to the Department of Marine and Fisheries.

The British Columbia redistribution bill increases the number of members of the Legislature from 33 to 37.

The Hamilton City Council is considering the advisability of establishing a municipal electric lighting plant.

William Godden, of Dunfermline and Tom streets, Hamilton, has had his wife arrested for the alleged theft of \$2.

The Pope has appointed Rev. Alex. Christie, rector of St. Stephen's church, Minneapolis, as Bishop of Vancouver.

Tom Nutty, the Rawdon murderer, condemned to hang on May 20, was detected in an attempt to escape from jail.

The new Canadian Pacific air line between Montreal and Ottawa will be opened for through passenger traffic in June.

Mr. Justice Street granted an order for winding up the Georgian Bay Ship Canal & Power Aqueduct Company Saturday.

William Dawson, an invalid, left his chair and walked for the first time in four years at Guelph on Monday. Faith cures.

Toronto is anxious for a Christian Endeavor convention, and will make a bid for it at the Nashville, Tenn., meeting this year.

Exports to Canada from Britain during March increased six per cent., and for the first three months of the year increased 12 per cent.

Four hundred and ninety-seven entries were passed at the Toronto customs house on Wednesday. The duty collected was \$28,000.

Frederick Dawson, aged 23, and Herbert LePage, aged 7, died from the burns received in an explosion in a west end factory at Toronto.

Wheat seeding is well advanced in southern Manitoba, and many farmers will be through this week. The land is in splendid condition for seeding.

Vessel and marine interests are becoming much alarmed over the continued lowering of the waters of Lake Superior, which are 30 inches from last year's level.

Two million bushels of grain were consigned to the Montreal Transportation Co. on Wednesday from western ports. This will keep the fleet busy for some time.

The dynamite factory at Ironsides exploded on Saturday and the shock broke a number of windows in Ottawa, six miles distant, besides shaking the Parliament buildings.

The military authorities have decided to allow Belleville to have the military camp for district numbers 3 and 4 this year. Belleville has offered a site, lighting and water free.

Messrs. Sprague and Foulds, two Australian gentlemen at present traveling through Canada, are paying particular attention to the manner in which dairying is carried on.

The body of a man was found on the Canadian Pacific track near Penn's Station, B. C., on Sunday morning. In the pockets were found several tickets bearing the name of Lee Blotie.

Mr. Frank E. Wanzler's house at Hamilton was struck by lightning during Sunday night's storm. The metal pipes in the house were melted, and the lightning set fire to the escaping gas.

The Government of British Columbia is said to be negotiating for the building of a wagon road from Glenora, on the Stikine River, across to Tesslin Lake, to be followed this year by a railway.

An arrangement has, it is understood, been come to between Premier Greenway and Mr. William Mackenzie under which the new line between Winnipeg and Lake Superior will be built.

Lord Aberdeen has given presents to H. W. Mix, O. E. Traversy and George E. Dorion of the Ottawa post-office, in recognition of the manner in which they have handled his Excellency's mails.

Word has been received stating that a vein ten feet wide and bearing thousands of dollars to the ton has been struck in No. 2, Neepawa mine, Manitoba, at the one hundred foot level. The strike is said to be the biggest yet made in northwestern Ontario.

The first writ against the City of London as the result of the City Hall accident on the night of January 3 was filed by William Bruce of South London to recover damages for the death of his son, Oswald Bruce, who was standing in the arcade when the floor collapsed and was killed by a falling beam.

The Bank of British North America at Philadelphia, has given notice to the general public and the numerous so-called heirs of one Jacob Baker, of revolutionary fame, that it has no knowledge of his wonderful possessions. J. R. Platt, ex-M.P.P., was one of the recently announced heirs. He was to get \$7,000,000.

The Carpenter Toll Road company, which owns all the roads leading out of Hamilton on the east that are fit for bicycling upon, is talking of imposing toll on bicyclists and making a test case in the courts. Mr. John Moodie, jun., may be prosecuted for riding his horseless carriage through the King street toll-gate a few days ago without his paying toll.

GREAT BRITAIN.

There is reported to be little change in Mr. Gladstone's condition.

Mr. Gladstone is holding his own, according to the latest bulletin, and his suffering is decreasing.

The Henley regatta committee have declined the entry of E. H. Ten Eyck, the American who won the diamond sculls last year.

General Sir William Seymour, who succeeds General Montgomery Moore, as the officer commanding at Halifax, will leave for Canada the last of May.

Sir Christopher Furness, who unsuccessfully contested York against Lord Charles Beresford, has withdrawn the election petition against the return of the latter to the Imperial Parliament.

UNITED STATES.

Edward Bellamy, the author of "Looking Backward," is reported to be dying at Denver.

The general average condition of American winter wheat and rye is better than last year.

Wilson Krider, farmer at Niles, Mich., was brutally assaulted by burglars there on Saturday. He may live.

United States customs officers at Skagway still refuse to carry out the agreement regarding refund of duty on Canadian outfits.

The New York Court of Appeal has given a decision which, it is claimed, makes the electric street railway trolley patents public property.

Owners of boats at Marine City, St. Clair and Port Huron have been notified by the United States Government that they will be subject to a fine of \$1,000 if they engage any Canadians on any of their boats.

Rhea, the famous actress was fined \$250 at Rochester, N. Y., on Monday for contempt of court, in failing to appear in Albert R. Haven's suit for arrears of royalties on the play "Josephine." He was given judgment for \$1,500.

The first steps to form a big iron combine were taken at Cleveland, O., on Tuesday. All the manufacturers of foundry iron between Allegheny and the Rocky Mountains were represented. A general headquarters will be established at New York.

GENERAL.

The wife of Oscar Wilde died recently at the Riviera.

President Faure visited Queen Victoria at Cimiez on Thursday.

Merlizen, a village on Lake Thun, Switzerland, has been almost totally destroyed by fire.

A conspiracy has been discovered in the palace at Peking to assassinate Li Hung Chang and other high officials. The Manchus accuse them of selling China to Russia.

The Chinese give numerous indications of distrust of Russia. An encounter between Russians and Chinese took place at Kin Chou, and has resulted in a fresh Russian demand.

The Swiss Government has prohibited the transportation of American fresh fruits. This action was taken owing to the alleged presence of the San Jose scale in the fruit imported recently.

The report of the British South Africa Company shows that the company has a balance of \$2,500,000. It is said that Cecil Rhodes is endeavoring to regain the management of the company.

The latest news from Hawaii is that 300 persons were rendered homeless by Honolulu floods, which have destroyed bridges at Punahou, Kahana and other places. In the valleys the plantations suffered heavily.

TOKIO SWEEP BY FIRE.

About 1,100 Houses Destroyed and 11,000 People Made Homeless.

News from the Orient states that by a serious fire in Tokio 1,111 houses were destroyed, resulting in death and injury to natives. The fire started in the Harukicho theatre, and owing to a defect in the water system, 15 streets were cleaned out. The fire was incendiary. Averaging ten to a house, a reasonable average, 11,100 people were rendered homeless.

A fire destroyed the Modykhana hospital for plague patients, erected by Europeans. Out of 98 patients, six lost their lives. On the 20th of March another fire in Tokio destroyed 113 buildings, among them the medical college of the Imperial University.

WAR ON JAPANESE MINERS.

British Columbia Proposes to Stop Their Industry in That Province.

A despatch from Vancouver, says:—The Japanese miners must go. The Walkem Act to prevent Japanese from working in mines has passed its second reading in the British Columbia Legislature, and will no doubt be passed. Japan, through Consul Shimizu, at Vancouver, is making appeals to different public bodies to use their influence to prevent the so-called outrage on the people of a friendly nation. Labour organizations meanwhile are moving the powers to place the Japanese on the same footing as the Chinese.

ATTRACTIVE SUBJECTS.

There is a terrible fascination to some people about things that are none of their business.

RIGHT HOGS FOR EXPORT.

THE SORT OF ANIMAL THE TRADE IS CALLING FOR.

Interview With an Authority on the Export Bacon Trade—Importance of Care in Feeding and Handling—Immense Increase in the Business During the Last Few Years.

During the fiscal year ending June 30, 1890, the exports of bacon from Canada amounted to less than seven and a-quarter million pounds, and the exports of hams to a little over 10,000 pounds.

During the fiscal year ending June 30 last, our exports of bacon amounted to 59,516,000 pounds, and of hams to a little over nine and a half million pounds.

There is no industry connected with agriculture which shows such remarkable development in so short a time as our export trade in hog products. It is of the first importance, then, that farmers should know just exactly what is necessary in order to increase a trade which already shows such promising development. In order to secure information on this point, The Farmers Sun representative interviewed J. W. Flavelle, a gentleman who has the deserved reputation of being the best authority on export bacon trade in Canada.

"What breed of hogs do you recommend farmers to raise for the purpose of producing the best results?" was the question put to Mr. Flavelle.

"We are not breeders," was the reply, "and do not wish to say anything either for or against a certain hog because of its breed; but as exporters we know that certain breeds produce qualities which enable us to market their products at the best possible rate, and these exceptionally good qualities which prevail in some hogs have a tendency to increase the value of the whole stock."

"The thoroughbred Tamworth," continued Mr. Flavelle, "gives us a VERY DESIRABLE CLASS

of bacon hogs. We find, however, when these hogs are crossed with what are, from an 'exporter's standpoint,' objectionable types, (such as Poland Chinas, Duroc Jerseys, Chester Whites, Essexes, Suffolks, Jerseys, or some types of Berkshires, that the result is not so good" from a packer's standpoint. The product shows too much of the type of the inferior breed and not enough of the Tamworth.

"In contrast to these, we find that the Improved Yorkshire White has a tendency to assert its own individual characteristic in a cross even with the objectionable types I have just mentioned. The Improved Yorkshire is an excellent hog for the packers, and, when crossed with inferior breeds, it develops in the progeny its own peculiarly excellent features, viz., a lengthy deep side, an abundance of lean and a thick belly. One of the greatest needs of the trade, from a breeding standpoint, is the introduction of thoroughbred Yorkshire males, for the purpose of crossing with other breeds, not so suitable for the packer's purpose."

"At the present time a thoroughbred Tamworth from 165 to 190 lbs., if properly fed, makes an admirable bacon hog. The same can be said of the thoroughbred Yorkshire. The difference between the two is that the Tamworth is not so desirable to cross with objectionable hogs. Generally speaking," continued the speaker, "what exporters require is a lengthy, smooth, deep-sided hog, with well-developed hams, and moderate shoulder and head. If this hog is fed wisely, so as to produce plenty of flesh and a moderate quantity of fat, it will ensure the production of bacon for which

THE BEST PRICE

can be made in England.

"The importance of proper feeding cannot be too strongly impressed upon your readers. Last night's cable shows a difference of 10s. per cwt. between No. 1 selection, lean and No. 2 selection, fat. That is \$2.40 on each 112 pounds. The average hog will weigh alive about 170 lbs. and will produce about 96 lbs. of export bacon; that 96 lbs., if it were not of No. 1 quality \$2 less was secured in the English market this week than could have been secured for No. 1. The delivery of hogs this week in Ontario will amount to say 20,000. Six thousand of these will be too fat and their product, if sold in England this week would bring \$2 a hog less than it would bring if the hogs were of the proper class. In other words, there is a loss to the country of \$12,000 on one week's delivery of hogs, because of improper breeding and feeding resulting in the production of hogs which made bacon too fat to secure the best price."

"Every farmer is interested in this matter. The producers of the best class of hogs lose more or less as well as the producers of the poorer classes. I will show you how. Every packer, in arriving at a conclusion what price he will pay for hogs, has to measure up the whole situation. He recognizes that no matter how carefully he selects his hogs, the selection is always against him. When the hogs he buys are killed, he finds many hogs have been paid for as lean which turn out fat, many which have been paid for as firm, well-fed hogs, turn out soft or slightly tender, and the product must be sold in England at 5s. 7a. 10s. per cwt. less than best sides. Many, far too many, have been handled roughly, causing loss from bruised sides. Therefore, when the packer is fixing his buying price, he has to

STRIKE AN AVERAGE.

keeping in mind the above conditions. If we were sure all the hogs sent in would be of first class quality, as to breeding and feeding, and free from bruises, the average price all round would be put at a higher point. A product of objectionable hogs, therefore, not only lessens his own profit but lessens as well that of his neighbor who produces a first-class article. Unfortunately, we do not come in direct contact with farmers. We receive practically all our hogs from drovers, and hence can only reach the original producers through second hands.

"Our people are becoming fairly well educated in the matter of breeding. Marked improvement in that line has been made of late years. There is, however, a retrograde movement in the matter of feeding, and the point to be most strongly impressed is the necessity of proper care in this latter matter. Proper feeding at the present time is of equal importance with breeding. We find the most objectionable feeding is done by our best farmers, such as those in the Counties of Oxford and Middlesex. In these counties farmers have good pens in which their hogs spend most of their lives. Farmers there also force their hogs in order to get returns in the shortest possible time. We want more of the principle of 'root, hog, or die.' If hogs are heavily fed, and kept confined they will give the proper weight in five months, but they will be altogether too fat to make proper export bacon. Hogs should not be finished in less than six to seven months."

A GOOD RATION

for young hogs is roots and mixed grain, care being taken not to force the animal too quickly, but on the contrary to take time in which to develop a long, strong body."

While the interview with Mr. Flavelle was in progress, John B. Geer, a feeder from near Paris, dropped in, and he emphasized what Mr. Flavelle had just said.

"There is," said Mr. Geer, "another objection to over-feeding. It impairs the digestion and lessens the activity of the hog. The result is that the animal does not take sufficient exercise and grows fat and soft."

"Does it cost more in feed?" Mr. Geer was asked, "to produce the sort of hog that the export trade calls for than it does to produce one with a superabundance of fat?"

"No," was the reply, "not if the feeding is done intelligently. A man should consider what he is feeding for—whether for fat or lean meat. Corn and peas will produce fat, while barley, oats and bran will give bone and muscle. By using barley, oats and bran with a small amount of peas to harden on towards the end of the feeding, the bacon hog can be produced at as low a cost as a fat hog. A good many farmers have been using boiled turnips and corn this winter, and that is decidedly objectionable."

"There is another thing to which attention should be directed," put in Mr. Flavelle, "and that is the handling of hogs. In many cases boys will beat or abuse the animals, and the result is a bruise that will reduce the value of the product from 2s. to 10s. per cwt. From one to five per cent. of our receipts show bruises, and these bruises, of course, reduce the value of our whole hog product by so much."

Then Mr. Flavelle turned once more to

THE MATTER OF FEEDING.

"We desire to emphasize in the strongest manner the urgent necessity for increased attention in the matter of feeding. What makes us more urgent in this matter is the fact that we have information that at a great many railway stations in the province from 1 to 10 cars of American corn have been received since the first of January. If this corn is fed generally to hogs it will mean a distinct deterioration in the quality of Canadian product, and in the long run will be fatal to the best development of the trade. Then we are afraid that the use of used together with whey for the purpose of feeding hogs at cheese factories throughout the province. If this be done, the result will be disastrous, and the consequence so serious that we urge upon your readers who are interested in feeding pens at the factories to make it a fixed rule to feed no corn with whey. Why is all right, but with the whey should be mixed with oats, barley, peas and middlings."

"Farmers hardly yet realize," concluded Mr. Flavelle, "how important their hog export trade is. Eleven years ago 70 per cent. of the hogs used in our factory came from the States. Six years ago we killed our last American hog. We buy our hogs from Ontario farmers at a higher price than in Chicago or Buffalo, because Canada hogs are better bred and better fed than those from across the lines. If our people adopt the same system of feeding that Americans have adopted it will mean bringing Canada's prices down to the American level."

What Mr. Flavelle says should have the most serious attention. It is on our export trade that the hog industry depends. The value of our bacon and ham exports last year was about \$6,000,000. That we should think, represents fully one-half of the total value of the hog products of Canada not used in farmers' homes. Certain it is, at all events, that the export trade forms the basis of present values. Packers know exactly what the export trade calls for. They have been studying this thing for years.

Hog producers will be wise, therefore, if they bear in mind these points contained in the interview with Mr. Flavelle:

1. Breed Tamworths, Yorkshires, or a cross between Yorkshires and other hogs;
2. Give hogs plenty of exercise, and avoid forcing the growth;
3. For the first few months, feed roots and mixed grain;
4. In breeding and feeding the object is to produce a long, lean hog that will give 165 to 190 lbs. live weight in 6-12 to 8 months.

THEY WILL INVADE CUBA.

PLANS PERFECTED TO RAISE A FORCE OF 118,000 MEN.

Bill to Be Introduced Into the House to Raise 60,000 Volunteers.

A despatch from Washington, says:—The army administration on Saturday practically completed the most comprehensive plans for raising an army of 118,000 men for the immediate occupation of the Island of Cuba, and to defend the coasts of the United States. A series of conferences, the first of which was held between President McKinley and Secretary Alger, was continued during the day.

It was agreed to organize the regular army on a war footing according to the provisions of the Hull bill, providing for a total force of about 58,000 men. The two-battalion organization of each regiment, as it exists in time of peace, is to be increased to the three-battalion organization of four companies each, having a total membership of 1,200. The infantry companies will have 126 men each, the cavalry troops 100, the light batteries of artillery 173, and the heavy batteries of artillery 200 each. The increase in the roster of the heavy artillery batteries is regarded as especially necessary in order to man the high power armor-piercing guns, as well as the mortars and other pieces in connection with the new sea coast fortifications.

It is expected that the Hull bill will be taken up in the House on Monday or Tuesday. It is the intention of the War Department to have presented on the same day a bill authorizing the President to call for 60,000 volunteer troops, to be composed of members of the National Guard from the several States. A bill of this kind is being drafted in the department. It is possible that as soon as the call for volunteers is issued the State troops will be ordered to go into camp at the place where their encampments are annually held. From these camps the volunteers could be selected, to be transported to the Department of the Gulf, and thence to the Island of Cuba, or to such other places as required.

BUYING SUPPLIES.

In anticipation of a call for 60,000 volunteer troops, the War Department has made arrangements for the purchase of large quantities of all kinds of supplies, equipment, and stores for distribution, and contracts will be awarded, immediately after it becomes evident that war is inevitable, amounting to \$1,000,000, for the Quartermaster-General's department alone. Contracts will be awarded on Monday and tracks will be awarded on Monday and the Quartermaster's department in Philadelphia, New York and Chicago, under which thousands of dollars will be expended and immense quantities of camp equipment secured. The contracts in all cases will call for immediate deliveries at the points in the South to be designated by the War Department.

Besides these, the authorities will purchase 130,000 yards of tentage, with which the small tents will be manufactured; 8,000 overcoats of the army pattern, but lighter make, and 10,000 campaign hats, these to be of the soft felt variety, such as the men wear on the western plains. Four thousand canvas hats, 3,000 pairs of light underwear, 5,000 blouses of light make, and large quantities of other supplies, are also in the list of articles to be bought.

Following out its decision to use Indian names for the smaller auxiliary vessels bought by the Government, the Navy Department to-day gave the name of Modoc to the tug Enterprise, purchased for yard purposes at League Island, Pa.

TO START FOR PORTO RICO.

No action has yet been taken on the proposition of transferring the New York and Massachusetts, in order that Commodore Schley's fleet may be composed entirely of speedy ships. This transfer, it is believed, will not be ordered until after the flying squadron starts for Porto Rico, where the heavy battery of the Massachusetts will be required for reducing the fortification of San Juan. When this work is accomplished the flying squadron will be sent to the other side of the Atlantic to meet the Spanish vessels, with a view to their destruction.

Besides the vessels mentioned which will be attached to Commodore Schley's fleet, it is generally understood in naval circles that the St. Louis and St. Paul will be assigned to his squadron as soon as they are converted into auxiliary cruisers.

From present indications the Paris and New York will be assigned to the North Atlantic squadron.

Chief Naval Constructor Hichborn has notified the naval constructor at Cramps' shipyard to make preparations for converting the four vessels of the American line, the work to be completed within thirty days. It is proposed to equip the liners with formidable batteries.

Having purchased the Yorktown, Venezuela, and Yumuri, the department gave consideration to the batteries each of these vessels will receive. Captain O'Neil has recommended that the Venezuela and Yorktown each receive a battery of four 5-inch guns. The Yumuri will be given a battery of three 5-inch guns and four 32 pounders.

BEYOND HIS POWER.

Daisy—I gave Chollie some good advice last night, but it's ten to one he won't take it.

Mazie—What was it?

Daisy—I told him not to be silly.