THE CPC LARD
THE CANADIAN PACKING CO. LONDON
AND BEEF FLUID
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C. N. SPENCER. Stock Broker
Correspondents, the O'Dell Stock and Grain Company (established 1886). Stocks, Bonds, Grain and Provisions bought and sold for cash or on margins. 'Phone 180. Office, Market Lane.

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

THE MARKETS OF TODAY

Yesterday's Reports on Page Five.

LOCAL MARKETS.

Wednesday, Feb. 15, 1905.

Business was again light at the market owing to the bad roads and the cold weather.

There were only five loads of hay offered; sales brisk at higher prices, viz., $9 to $10 per ton.

One load of oats was offered; prices went higher at $1 13 per cwt. There is a good demand.

WEEKLY REVIEW.

The cold weather and the drifted condition of the roads played havoc with business at the markets during the past six days. While the attendance of farmers so far as numbers were concerned was below the average, it was surprising that there were so many turned out under the circumstances mentioned. Sales were brisk in all of the lines represented and prices were as a whole firm; in some lines there was a substantial increase.

Grain — Oats are about the only kind of grain offered, and even the supply of this product of the farm was far from being sufficient to supply the demand. The buyers say that the deliveries of oats during the past week were smaller than during the harvest. Prices have advanced from 5c to 8c per cwt, and are now quoted at $1 13 per cwt. Barley sells at 95c per cwt; very little offered.

Hay and Straw—The supply of hay has been unusually small; the offerings during the week were only 45 loads; prices are higher at present, at $8 50 to $9 50 per ton. Straw is scarce, at $6 per ton.

Butter and Eggs—The supply in this line was small; sales are brisk and prices are firm; butter in crocks sells at 20c to 22c per lb; pound rolls, 22c to 25c by the basket lot. Eggs are scarce at present; the cold weather keeps down the supply; prices are firm, at 24c to 25c per dozen, wholesale, and 27c to 30c per dozen for fresh-laid eggs.

Apples—Sales are on the slow side, at $1 to $1 25 by the barrel, or 35c to 50c per bag.

Potatoes—Like the other lines, the supply is light; sales are brisk and prices are higher, at 85c to 90c per bag.

Dressed Hogs—The supply is large and the demand is fairly brisk, at $7 50 to $7 75 per cwt for light lean hogs.

Live Hogs—The price for Monday, it is understood, will be $5 10 per cwt for selects; small pigs sell at $4 to $5 per pair.

Butchers' Meats—The supply is not as large as has been the case for some time back; prices are firmer, especially for veal; beef sells at $5 to $6 50 per cwt; mutton, $6 to $8 per cwt; lamb, 11c per lb by the carcase; veal, $7 50 to $8 50 per cwt; pork, forequarters, 8c, and 9c for hindquarters.

STOCK MARKETS.

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

New York, Feb. 15.—Noon.—The sanguine predictions that were made in regard to the Steel earnings for the current quarter attracted a great deal of attention, and resulted in increased activity in both stocks, but more especially in the common. O. and W. was also heavily dealt in on the circulation of a fresh rumor that the minority stock would be guaranteed 2½ per cent by the New Haven Railway. It is believed that with this guarantee they should sell in the neighborhood of 60. For the first half hour there was a good deal of liquidation in Union Pacific, but there seemed to be no limit to the amounts wanted around 124. When this liquidation in Union Pacific diminished the stock rose easily, reaching a new high level. It was said with truth that the market was somewhat spotty, and that business was badly distributed, that is to say, that the public was still showing but little interest. Houses, however, with bank ing connection were buying stocks, and the pressure to sell was insignificant. No doubt the hopeful feeling that prevails is largely due to the growing conviction that there will be no railroad rate legislation until fall, and that even if a bill is passed then, it will be of a very much more conservative nature than characterized the bill recently passed by the House of Representatives. Sales to noon, 518,700.

MONTREAL.

	Montreal, Feb. 15. Ask.	Off.
Canadian Pacific	137¾	137½
Canadian Pacific, new	133¾	133⅝
Winnipeg Electric	150	..
Montreal Street Railway	215	214
Montreal Railway, new	215	213½
Toronto Street Railway	105	104¾
Halifax Street Railway	110	104
St. John Street Railway	113	..
Twin City Transit, xd.	105½	105¾
Richelieu & Ontario	63½	62⅞
Montreal Telegraph	..	161
Dominion Steel, com	18¼	18⅛
Dominion Steel, pfd	64	63⅞
Montreal Heat & Power	81	80¾
Nova Scotia Steel, com	67¾	67½
Detroit Railway	78⅝	78½
Laurentide Paper, pfd	102	101½
Montreal Cotton	98	95
Soo, com.	106½	106¼
Sao Paulo	117½	116
Montreal Railway, bonds	..	103½
Mackay, pfd.	76	75¾
Dominion Coal, com	66¼	65½
International Coal, com	..	75
Lake of the Woods, pfd	115	..
Imperial Bank	240	..
Bank of Montreal	256	255
Molsons Bank	224	222½
Merchants' Bank	..	169½
Ogilvie, com.	..	200
Ogilvie, pfd.	133	..
Winnipeg bonds	105¾	105
Mackay, com.	43½	43⅜
Montreal Steel, pfd	109½	..
Ottawa Bank	..	215
Quebec Bank	131	120½
Union Bank	..	140
Bank of Commerce	..	159
Hochelaga Bank	135	133
Dominion Steel, bonds	81½	81⅜

Montreal Power	..	101¼
Nova Scotia Steel, bonds	108	106
Toledo Railway	24¼	24

SALES: C. P. R., 100 at 137¼, 50 at 137⅛, 12 at 137, 200 at 137¼, 325 at 137⅜, 50 at 137¼, 25 at 137⅝, 725 at 137½, 25 at 137½; Iron, common, 50 at 18⅛, 20 at 18, 75 at 18⅛; Montreal Power, xd., 25 at 80⅝, 50 at 80¾, 10 at 81; Twin City, xd., 50 at 105¾; Toronto Railway, 5 at 105, 25 at 104¾, 10 at 105, 25 at 104¾; Detroit Railway, 25 at 78½, 25 at 78⅝; Montreal Railway, new, 295 at 213; Nova Scotia, 225 at 68; Montreal Railway, 700 at 213; Mackay, common, 400 at 42¾, 100 at 43¼; Mackay, preferred, 50 at 75½; Toledo Railway, 20 at 22¾, 25 at 24, 25 at 24¼; Lake of the Woods Milling, bonds, 2,000 at 108½; C. P. R., new, 5 at 133, 250 at 133½, 200 at 133½; Soo, common, 50 at 106, 50 at 106¼; Switch, 25 at 79½; Switch, preferred, 1 at 109½, 5 at 109; Iron, bonds, 2,000 at 81¼, 8,000 at 81½; Coal, common, 50 at 66¼; Montreal Telegraph, 5 at 161, 75 at 161¼; Montreal Cotton, 10 at 98; Molsons Bank, 4 at 222¾; Bank of Montreal, 1 at 255; Merchants' Bank, 5 at 170; Bank of Commerce, 14 at 158½, 25 at 158¾, 34 at 159, 16 at 159¼; Quebec Bank, 11 at 120; Winnipeg, bonds, 1,000 at 105¼; Montreal Railway, bonds, 5,000 at 104½.

N. S. WILLIAMS, Broker,
112 MASONIC TEMPLE.
Correspondent W. F. DEVER & CO. (established 1890). Stocks, Bonds, Grain, Provisions and Cotton bought and sold for cash or on margin. 'Phone 1,113.

TORONTO.

	Toronto, Feb. 15. Ask.	Off.
Ontario Bank	..	133¾
Bank of Commerce	160	159½
Imperial Bank	239	238
Dominion Bank	250	..
Standard Bank	240	234
Bank of Hamilton	220	217½
Bank of Ottawa	..	215
Traders' Bank	..	135
Imperial Life	..	149
Consumers' Gas	211	210
Can. Northwest Land, pfd.	..	90
C. P. R. stock	137⅞	137¼
C. P. R., new	..	134¾
Soo	..	106
Toronto Electric Light	..	151
Canadian General Electric	176½	175
Dominion Telegraph	..	120
Bell Telephone	162	159½
Richelieu & Ontario Nav.	62¾	..
Niagara Navigation	114	..
St. L. & C. Navigation	108	..
Toronto Railway	..	104¼
Twin City Railway	105½	105¼
Winnipeg Street Railway	140	137
Sao Paulo Tramway	116	115½
Dominion Steel, com	18⅛	18
Dominion Coal, com	65¾	65⅝
Nova Scotia Steel, com	68	..
Crow's Nest Coal	350	..
Mackay, com.	43	42½
Mackay, pfd.	77	75
Salt	114	..
British-Canadian L. & I.	95	92
Canada Landed	..	110
Canada Permanent	..	123
Canadian Savings & Loan	..	120
Central Canada Loan	..	170
Dominion S. & L.	..	70
Hamilton Provident	..	119
Huron & Erie L. & S.	..	185
Landed Banking & Loan	..	119
London & Canada L. & A.	..	99½
Manitoba Loan	..	95
London Loan	118	..
Ontario Loan & Debenture	..	122
Toronto Savings & Loan	..	130

SALES: Bank of Commerce, 50 at 159¼, 60 at 159½; Bank of Hamilton, 5 at 218; Traders' Bank, 15 at 134½; Toronto Electric Light, 15 at 151¾, 68 at 151¾; Soo, common, 25 at 106¼; Niagara Navigation, 10 at 112; Northern Navigation, 42 at 61; Dominion Steel, 25 at 18⅜; C. P. R., 600 at 137, 175, 250, 50, 25 and 100 at 137¼, 300, 200, 25 and 100 at 137⅜, 25 at 137⅛, 100 at 137½; Ontario Bank, 10 at 134; Mackay, 25 at 43, 75 at 43¼; Twin City, 25 at 105½, 10 at 105¾, 10 at 105½; Toronto Railway, 8 at 104½; C. P. R., new, 50 at 133; Coal, 50 at 66, 100 and 65¾, 10 at 66; Nova Scotia Steel, 27 at 68; Canada Permanent, 400 at 123½, 35 at 123¼, 32 at 123; Toronto Mortgage, 5 at 107; Sao Paulo, 167 at 116, 25 at 116¾.

LONDON ELECTRIC
Fives and all standard investment bonds and stocks bought and sold for cash.
H. C. BECHER,
412 Richmond. Long Distance 'Phone 213.

LIVE STOCK MARKET.

EAST BUFFALO.

East Buffalo, Feb. 15.—Cattle—Receipts, 100 head; good demand and steady; prices unchanged. Veals—Receipts, 75 head; active, $4 50 to $8 25.

Hogs—Receipts, 3,600 head; slow; steady to 5c higher; heavy and mixed, $5 40 to $5 45; Yorkers, $5 25 to $5 45; pigs, $5 05 to $5 10; roughs, $4 50 to $4 80; stags, $3 to $3 50.

Sheep and Lambs—Receipts, 4,000 head; western sheep slow, others active; native lambs, $6 50 to $8 20; western lambs, $7 75 to $8; yearlings, $7 to $7 25; wethers, $6 to $6 25; ewes, $5 50 to $5 75; sheep, mixed, $2 50 to $5 85.

CHICAGO.

Chicago, Feb. 15.—Cattle—Receipts, 10,000; market steady; good to prime steers, $5 80 to $6 25; poor to medium, $4 to $5 75; stockers and feeders, $2 50 to $4 25; cows, $1 25 to $4 35; heifers, $2 10 to $5; canners, $1 35 to $2 65; bulls, $2 to $4; calves, $3 50 to $8.

Hogs—Receipts, 18,000; market strong; mixed and butchers, $4 80 to $5 05; good to choice heavy, $5 to $5 10; rough heavy, $4 75 to $4 90; light, $4 75 to $5; bulk of sales at $4 85 to $5.

Sheep—Receipts, 15,000; market steady; good to choice wethers, $5 65 to $6; fair to choice mixed, $4 60 to $5 40; native lambs, $5 90 to $8.

FOR TWENTY YEARS

Mrs. C. H. Burkholder, Norwich, Ont., tells us that she feels like a new person, and Why? Because during all that time she suffered with Kidney trouble, and not until she found "Bu-Ju" could she get relief.

"Bu-Ju" Kidney Pills are the infallible remedy for Kidney trouble of all descriptions. They are easily obtainable; all druggists sell them; and they are guaranteed to do their work.

Mrs. Burkholder writes as follows:

Norwich, Ont., May 18, 1904.

Claflin Chemical Company, Windsor, Ont.:

Gentlemen,—I have had Kidney trouble for 20 years and tried any number of remedies with very little relief. I believe "Bu-Ju" will cure me, as I feel like a new person. I cannot praise them too much. Yours truly,

MRS. C. M. BURKHOLDER.
38u-xt

MANY PEOPLE ARE prejudiced against the use of a company as executor, yet the same parties would not place their savings with an individual during lifetime. How much greater is the need of care in protecting your dependants after death. You need have no worry if you name as EXECUTOR .. ..
The London and Western Trusts Company, Ltd.

Economical Baking Powder.
There is every element of economy in buying Strong's Baking Powder. No better powder could be made at any price, and yet we sell it for just half what other good baking powders cost. 25c per pound at
STRONG'S DRUG STORE
184 Dundas Street.
Free to housekeepers on application: Our new Cook Book on the Art of Cooking.

CHICAGO EXCHANGE.

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

Chicago, Feb. 15.

	Open.	High.	Low.	Close.
Wheat—				
May	$1 18	1 19⅝	1 18	1 19¾
July	1 07⅞	1 02½	1 01⅝	1 02½
Corn—				
May	47	47⅞	46¾	47¼
July	47⅝	48⅛	47⅞	48⅛
Oats—				
May	31⅛	31⅝	31	31½
July	31⅛	31⅜	30⅞	31¼
Pork—				
May	12 87	12 90	12 87	12 90
July	12 00	13 00	12 97	13 00
Lard—				
May	6 95	....	....	....
July	7 07	7 07	7 05	7 07
Short Ribs—				
May	6 90	6 90	6 87	6 90
July	7 00	....	....	....

NEW YORK.

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

New York, Feb. 15.

	Open	High	Low	Close
Amal. Copper	74	75½	74	75⅜
American Sugar	143¾	145⅝	143¾	145½
Amer. Cotton Oil	35	..	..	..
Amer. Locomotive	41	41	40¼	40½
American Foundry	34½	34½	34⅜	34⅝
American Refining	85⅝	85¾	85⅝	85¾
Atchison, com	88¾	88¾	88½	88⅝
Atchison, pfd	102⅞	102⅞	102⅝	102¾
Baltimore & Ohio	104⅝	105⅛	104⅞	105
Brooklyn Transit	62⅜	62½	62⅛	62½
C. P. R.	137⅛	137¾	137	137½
Ches. & Ohio	51⅜	51⅝	51¼	51⅝
Chicago G. Western	22⅝	22⅝	22½	22⅝
Chicago & Alton	42⅞	42⅞	41⅞	41⅞
Col. Fuel & Iron	51⅜	51¾	51	51½
Consolidated Gas	208¼	208½	208¼	208½
Delaware & Hudson	192¼	192½	191½	192¾
Erie	43½	44⅛	43½	43⅞
Erie, pfd	64⅞	65¼	64⅞	65¼
Illinois Central	157½	157¾	157½	157¾
Kan. & Tex., com	32	32⅛	32	32⅛
Louisville & Nash	137¾	138½	137¾	138¼
Manhattan	173⅜	173⅜	173½	173½
Metropolitan St. Ry	122½	122½	122	122½
Mexican Central	22⅜	22⅞	22¼	22⅜
Missouri Pacific	107½	107⅝	107¼	107½
N. Y. Central	147⅜	148¾	147¾	148⅜
Norfolk & Western	84½	84¼	83⅞	83⅞
Ontario & Western	48¾	50½	48½	50
Pacific Mail S.S. Co.	47⅜	47½	47	47⅝
Pennsylvania	140¼	140½	140⅛	140⅜
People's Gas	107½	107⅞	107½	107⅞
Reading	95⅛	95¾	94½	95
Republic I. & S.	75	76	75	76
Rock Island	34⅝	35⅜	34⅝	35
Southern Railway	34¾	34⅞	34½	34¾
Southern Ry., pfd	98	..	..	..
Southern Pacific	67½	68¼	67⅜	68¼
St. Paul	176½	177⅜	176⅜	177⅝
Texas	36¼	36½	36¼	36½
Tenn. Coal & Iron	80½	81	80¼	80⅝
Union Pacific	124¼	125¼	124	125
U. S. Leather	12⅞	12⅞	12½	12½
U. S. Leather, pfd	105⅞	105⅞	104½	104⅝
U. S. Rubber	41⅛	41⅜	41⅛	41¼
U. S. Steel	31¾	32	31⅝	31⅞
U. S. Steel, pfd	95¾	95	94⅝	94¾
Wabash, com	23	23¼	23	23⅛
Wabash, pfd	45⅝	46⅛	45⅝	46
Western Union Tel	93	93	92¾	93
Wisconsin Central	23¾	24⅞	23¼	24¾
Wis. Central, pfd	52¼	52¾	52	52¾

ENGLISH MARKETS.

LIVERPOOL.

Liverpool, Feb. 15.—Wheat—Spot nominal. Futures quiet; March, 7s 7¼d; May, 6s 11¾d; July, 6s 11¾d.

Corn—Spot firm; American mixed, new, 4s 2d; do, old, 4s 11½d. Futures quiet; March, 4s 1¾d; May, 4s 2¾d.

Liverpool, Feb. 14.—Wheat—Spot nominal. Futures quiet; March, 7s 1¾d; May, 7s ¼d; July, 7s.

Corn—Spot firm; American mixed, new, 4s 1¾d; do, old, 4s 11½d. Futures quiet; March, 4s 1⅞d; May, 4s 2¾d.

Peas—Canadian steady, 5s 9d.

Flour—St. Louis fancy winter steady, 9s 9d.

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

Beef—Extra India mess firm, 68s 9d.

Pork—Easy; prime mess western, 61s 3d.

Hams—Short cut, 14 to 16 lbs, weak, 39s 6d.

Afraid of Strong Medicines.
Many people suffer for years from rheumatic pains and prefer to do so rather than take the strong medicines usually given for rheumatism, not knowing that quick relief from pain may be had simply by applying Chamberlain's Pain Balm and without taking any medicine internally. Rev. Amos Parker, of Magnolia, North Carolina, suffered for eight years with a lame hip, due to severe rheumatic pains. He has been permanently cured by the free application of Chamberlain's Pain Balm. For sale by all druggists.

PRODUCE MARKET.

TORONTO.

Toronto, Feb. 15.—Wheat continues quiet; Ontario firm, at $1 05 to $1 06 for red and white; goose, 90c; Manitoba is steady; No. 1 northern, $1 10; No. 2, $1 06; No. 3, $1 01, at Georgian Bay ports, and 6c more grinding in transit.

Flour—Export business continues quiet; 90 per cent patents, $4 30 to $4 45, in buyers' sacks, west; 15c to 20c higher for choice; Mahitoba, $5 50 to $5 70 for first patents, $5 10 to $5 40 for second patents, and $5 to $5 30 for bakers.

Millfeed, $14 to $14 50 for bran in bulk, and $16 to $16 50 for shorts, west; Manitoba, $19 to $20 for shorts and $18 for bran for export.

Barley—Firm, at 46c to 47c for No. 2, 44c to 45c for No. 3 extra, and 42c for No. 3 malting, outside, Toronto freights.

Rye—Steady, at 75c to 76c for No. 2, f. o. b., outside.

Corn—Canadian yellow, 43½c to 44c; mixed, 42½c to 43c, f. o. b., Chatham freights; American, No. 3 yellow, 52½c; mixed, 52c, on track at Toronto.

Oats—The market continues firm, with receipts light; No. 2 is quoted at 38½c to 39c, west, and 38c to 40c east.

Rolled Oats—Cars of bags at $4 15 and barrels at $4 40, on track here; 25c more for broken lots here, and 40c more outside.

Peas—No. 2, 66c to 67c, west.

Buckwheat, 52c to 53c west.

Butter—Receipts of all kinds continue light; prices are firm and generally quoted 1c higher; creamery prints, 24c to 25c; dairy tubs, good to choice, 19c to 20c; medium, 16c to 17c; inferior grades, 14c to 15c; dairy rolls, good to choice, 20c to 21c; large rolls, 19c to 20c; medium, 17c to 18c.

Eggs—The cold weather is causing firmer market; fresh eggs are firm, at 18c to 19c; new-laid, 26c; limed, 18c.

Hogs—Easier; live hogs are quoted at 10c less, at $5 40 to $5 50.

Cheese—Steady, at 11c to 11¼c for large and 11¾c to 12c for twins.

DIED FROM PNEUMONIA

Former Londoner Succumbs to the Disease in Toronto.

The death took place at Eden Place, Toronto, on Monday, of Mr. Joseph Gibbins, a former resident of this city.

Mr. Gibbins was for several years clerk in the European Hotel, but lately had occupied the position of manager of Simpson & Co.'s restaurant, Toronto.

The funeral will take place from the Grand Trunk depot tomorrow morning on the arrival of the 10:55 train. Interment will be at Woodland Cemetery.

The deceased, who succumbed to pneumonia, is survived by two sons, Harry and Joseph, and one daughter, Mrs. Arthur Greenaway, of Detroit.

ALLEGED FORTUNE TELLER IN COURT

Madame La Zelle Said to Have Been Revealing the Future.

The police court dockets are not very heavy these days. This morning Madame La Zelle, alias Nellie Howie was charged with "undertaking to tell fortunes." Mr. John McEvoy, appearing for the defendant, claimed that she belonged only to the "palmist" class, which is not molested by the police. The crown, not being ready to go on with the case, it was postponed until Friday, when Mr. McKillop will appear.

James Hodgins, who had been out on bail since the 8th inst., pleaded guilty to having been disorderly, and had to hand over $5 and $1 50 costs.

An employe of the D. S. Perrin Company was charged with stealing candy, and T. W. McFarlane, the superintendent, appeared against him. The defendant pleaded guilty and was allowed out on suspended sentence, as the foreman explained, if every one of the 400 employes considered it right to appropriate a pound or so of candy, the company would lose severely.

One drunk was remanded for a week. Another pleaded guilty to the same offense, and not being a new offender by any means, was fined $10 or 21 days. Quite recently he took the pledge for a year.

Richard Medham was charged with being disorderly. He will have a week's rest in the cells, and then, if he consents to take the pledge, will be allowed to go.

ANOTHER BLIZZARD HITS THE EAST

If It Does Not Abate Railways Will Feel the Effects of It—Opening Lines North.

There was a decided improvement today in the condition of affairs on the middle division of the Grand Trunk.

It was stated at the local headquarters of the company that trains were moving on every portion of the line in the west, although of course, the time card could not be strictly adhered to. During the morning a blizzard set in between Hamilton and Niagara Falls, and it was also snowing and drifting between Hamilton and Toronto, and if the storm continued the serious delays which have been experienced by trains during the last two or three days will be repeated.

The London, Huron and Bruce, which was the source of so much trouble during the severe weather of last winter, and has been doing its share this winter to make things unpleasant for the railroaders, is open as far as Wingham, and there was a possibility of it being cleared as far as Kincardine before the day was past. At an early hour this morning a double-header snowplow left this city, with a gang of men, and it reached Wingham about noon. Some very heavy drifting was experienced. Later the plow started for Kincardine, en route to which place it was anticipated more hard work would have to be done, as the line between those places has been completely tied up for two days.

The severe weather to the east of London delayed the International Limited over five hours last night. The train did not arrive until 1 o'clock, whereas it is due at 7:40 p.m.

EXCITING RIDE FOR PASSENGERS

G. T. R. Express Yesterday Had a Remarkable Experience After It Left London.

The Grand Trunk express which left London yesterday morning about 6:30 had a remarkable experience in that two accidents happened to it within a few miles of Berlin. Apart, however, from the damage to the engine and a baggage car, and the consequent delay of about four hours, no harm was done.

When the train had passed Shakespeare a short distance the tire came off one of the driving wheels on the engine. The wheel at once collapsed, and the sudden drop of the cab threw the driver out into the snow. The air-brakes were put out of action, but the fireman, with the aid of the emergency brake, stopped the train.

After the arrival of the auxiliary the engine was righted and the way cleared. But the train had not proceeded more than ten miles when the baggage car jumped the track, and, not being noticed by the engineer, was drawn along on the ties for nearly a quarter of a mile. The driver finally saw the baggage car bumping along on the ties and snow and stopped the train just as it was on the edge of a forty-foot embankment. The auxiliary was needed again, and after putting the car on the track the train proceeded to Toronto, arriving about 2:30 in the afternoon.

CARLISLE—CODE.

The marriage took place in Ottawa at 2 o'clock yesterday, of Mr. Thomas Carlisle, son of Mr. James Carlisle (formerly of the royal navy service), of St. George street, this city, and Miss Code, of Ottawa. Rev. Arthur Carlisle, brother of the groom, and curate of the Memorial Church, went down to assist in the ceremony, which took place in the English cathedral. The wedding breakfast was afterwards partaken of by the guests at the residence of the bride's brother-in-law. The groom was formerly in the Molsons Bank of this city, but was transferred to Montreal some years ago.

MANHOOD
REGAINED, VITALITY, STRENGTH, and a complete restoration of the nervous-organic forces to men of all ages, under all conditions. A successful practice of upwards of twenty years by the foremost medical company in the world in this field, gives absolute assurance of honorable methods, reliable treatment and a cure that remains permanent. We have no "Free Treatment," "C. O. D." deceptive schemes, or questionable methods, but treat each case on its own merits, intelligently and conscientiously, and our cured and satisfied patients, represented in every locality, are indisputable proof of the thoroughness and effectiveness of our treatment. Our valuable book tells all, is free for the asking, and is mailed secure in plain sealed envelope. Address
Erie Medical Co., Dept. 21, Buffalo, N. Y

HIGHEST PRICE IN TWO YEARS

Scarcity Causes Oats to Jump to a Big Figure—$10 for Hay.

The market today saw $1 13 per cental paid for oats on the local market, the price being the highest reached in this city for at least two years. A continued scarcity of offerings is given as the cause of the rise. Whether farmers have or have not got any of the grain in their bins, they are not bringing it to the market, and the result is that a number of the millers are sailing close to the wind, and are dependent almost entirely on supplies from outside sources. But ten loads have been offered on the local market in four days. Today the price was equal to 38 2-5 cents a bushel.

While the price for oats and winter wheat have been soaring upwards owing to the scarcity of the grains, hay has been offering in very small quantities, but this is attributed more to the bad roads than to any scarcity. The market clerk has had the pleasure of weighing only 45 loads in the last six days, whereas during the preceding week, when the roads were better, 180 loads were placed on the scales. Half a dozen loads were brought in today, and as the demand was in excess of the supply, prices naturally went up. One farmer, who sold on Monday at the rate of $8 50 a ton, got $10 a ton today, and another was paid $9 50. The balance went at $9 a ton.

SCHOOL BOARD MAY ASK $5,000 MORE

Trustees Say More Money Must Be Spent On the Schools This Year.

A member of the board of education told a reporter today that it will be impossible for that body to have its estimates for the year ready before the 1st of March. He says also that he will not be surprised if the board asks the city council for $5,000 or $6,000 more than a year ago. Last year the board whittled its accounts down to such a sum that an overdraft was inevitable, but this year the board does not intend to repeat the mistake.

"We must have more money," he said. "We have increased salaries to pay, and there are certain repairs to the schools which must be made. We are not looking for favors to the council. We must go before the electors and give an account of our stewardship, just the same as the aldermen. If we are not doing right it's for the people to say so."

The same trustee also points out that though Inspector Silcox, of St. Thomas, compares London schools unfavorably with those of St. Thomas, the inspector forgets that it is only in the matter of buildings that St. Thomas schools excel those of London. And he grants that the school buildings of the Railway City are a credit to the city. But he points out that whereas a teacher must have a first-class certificate to teach in the public schools of London, St. Thomas allows teachers with third-class certificates to teach. Thus the efficiency of St. Thomas schools is vastly inferior to those in London. The trustee also alluded to the fact that while London schools put through 93 per cent of their candidates for high school honors, less than 45 per cent were passed by the schools of Toronto.

MAYOR CAMPBELL ON BREAKWATER

Thinks Expropriation Proceedings Should Be Initiated—Lose No Time.

Mayor Campbell today had a conference with City Engineer Graydon and Assessment Commissioner Grant, regarding the West London breakwater, and as a result his worship has made up his mind that it will be well for the city to initiate expropriation proceedings if the land for the breakwater is to be procured this year. Mayor Campbell realizes that it is not to be expected that people living near the river will sacrifice their properties in order to protect the entire village; and he is also quite well aware that others are anxious to make the most possible out of the breakwater movement. Taking all things into consideration he believes that the only thing for the city to do is to initiate the expropriation proceedings at once. If the land needed could have been purchased at a reasonable price, work on the breakwater might have commenced as soon as the frost was out of the ground, but now it is likely to be postponed for some time. The mayor is working on the scheme assiduously, however, and it is his earnest desire that the embankment be completed by next fall, so that the suburb need have no fear of floods a year hence. He takes a lenient view of the case, discussing it from a very moderate standpoint, and feels that even though the city is provoked somewhat by the actions of a few of the West Londoners, who are seeking to drive hard bargains, the council should nevertheless do everything in its power to afford the suburb every protection possible, and this without any delay.

The mayor stated today that he has been informed that certain of the property-owners claim their deeds cover the land to the center of the river, and that at least one of the owners refused to sell at any price, but he thinks that they will all prove reasonable in the end, and that all will work with the city for the good of West London.

On the other hand, several gentlemen who own land in West London called at the city hall today to state that they are ready to sell to the city at a price named by any reputable valuator and they are very emphatic in their declarations that they wish to do nothing to prevent work on the breakwater proceeding without delay.

A certain West Londoner, having accused City Engineer Graydon of desiring to procure land from the people of West London merely to ruin it by taking out the earth and leaving it a swamp-hole, Mr. Graydon rises to remark—at least, he writes the West Londoner to this effect—that breakwaters are built up, not dug down. This answer he expects will hold his accuser for an indefinite period.

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STARVING HORSES ON FREIGHT CARS

Powers of Humane Officers—A Nice Question To Be Dealt With.

The very cold weather of the past few days has resulted in very few live stock shipments being made on all the railways, but few and all as they are, one of them has come under the ban of the humane officers between here and Windsor.

Today Inspector Sanders received the following message from Mr. James McGregor, humane officer of Chatham: "Stop four cars horses; C. P. R.; starving; nearly frozen."

The Inspector was at a loss to know what to do for a while but at length he communicated with Chatham, where he found that a C. P. R. freight from the west, which included four carloads of horses, had just left Chatham, eastward bound, and, it was expected, would arrive in London somewhere between 3 and 5 o'clock this afternoon. As the cold weather has such an adverse effect on the railways, the officials stated that the train might be even later. Mr. Sanders then communicated with the police, and he stated that he will await the coming of the train to London, when he will make a personal investigation.

The inspector was not quite clear as to his powers in the matter, as he realized that it is a rather serious matter to hold up a trunk line freight.

Mr. James Houston, the local C. P. R. freight agent, stated to The Advertiser that the humane officer might hold up the train if he so desired, but he added it may prove a very serious thing for somebody.

"If the train is stopped and those four carloads of horses, are unloaded here, some person will, of course, be compelled to feed and care for the animals," said Mr. Houston. But I think there must be a mistake somewhere. It is a rule of the company to accept no live stock shipments unless they are accompanied by men to look after them. On shipments of less than car lots we give the person who accompanies each shipment a half-fare rate. Consequently, the C. P. R. is not to blame even though the horses have not been fed. As to the cold, of course, we have no control of the weather."

Whether Mr. Sanders will feel justified in taking the horses out of the cars, even though he finds them to be suffering from the cold, remains to be seen.