

ONTARIO.

4 million great hundred weight which
kingdom imported in 1896, Can-
less than half a million; Ger-
only 3½ millions. France
the 2%, Belgium 2 1-8, Russia
mark 1¼ millions. Still the
is, of course, a young one,
clear signs of advance, as
of British imports from Can-

quantities.	Value.
hundreds, .07,374 £75,506
hundreds, 254,604 92,644
hundreds, 436,903 156,683

London, March 16.—According to special despatches received here from Cairo, a narrow gauge railroad will be built along the Nile for the use of the British army.

Mr. Labouchere, member for Northampton, in moving to adjourn the house of commons today, in order to discuss the proposed advance on Donga, complained of the hypocrisy of the British policy and claimed that financiers were the root of the whole business. Correspondent, *London Standard*, quoted from a blue book containing a statement which Mr. Gladstone had with the French ambassador, in which the English statesman declared that Great

Miss Allie DeWitt, teacher at Mill Settlement, West, assisted by her pupils are preparing for a concert to come off April 7th. The proceeds are to go towards furnishing new seats and desks for the school room. It is to be followed by a dance and "pass around the apple."

Mrs. Ramsford Byers is spending the winter at the residence of her brother-in-law, J. Byers.

The new mail driver, Mr. Wallace of Hoyt Station, is much liked and gives general satisfaction.

Mr. Luther Sprout, an aged lady who has been ill, passed away on the 23rd February. The

snapped off, the ship became unmanageable and sprung a leak. Two lifeboats were lowered, but the ship was so badly damaged that it was impossible to launch the remaining ones. The crew, including the captain, were forced to abandon ship, leaving the ship to sink. The ship was carrying a large cargo of sugar, which was lost. The ship was owned by the American Sugar Refining Co. and was bound for New York City. The ship was carrying a large cargo of sugar, which was lost. The ship was owned by the American Sugar Refining Co. and was bound for New York City. The ship was carrying a large cargo of sugar, which was lost. The ship was owned by the American Sugar Refining Co. and was bound for New York City.

I would not like to say, boy, it will affect my brother. But I do not believe there is going to be any split. We have certainly had a few resignations, but they are all from minor officers. . . . Practically the whole of the staff is still in the loyal camp. . . . Asked as to whether he had any idea as to his next appointment he replied, "Not for publication. I received it on the train and have cabled to London for permission to publish it but pending a reply I am not at liberty to say anything. You may have heard that there are no offers, and shall certainly not accept the American appointment. I say this as there has been a disposition in some quarters to credit

Boston, March 16.—Owing to the northeasterly snow storm today

of passengers. She is loaded right down to her marks, and has a big lot of live stock. She will take away the following passengers: 1st cabin, Gen. D. B. Warner, Mr. and Mrs. Hedges, Misses Maud and Dorothy Head and Master Sydney and F. Head, Mrs. Taylor, Mrs. Beveridge, Miss Elsie Beveridge and Master Geo. Beveridge, Mrs. Lawrence and infant, 2nd cabin, Mrs. Goddard, James Heape, R. R. Burch, L. E. Delmon, O. K. and Mrs. London, steerage, E. R. Kal, Lehto, Alex. Lake, Andro Atsland, Mat. Ertberg and Mrs. Nellie Swayne and infant.

A SEALER SUNK.

