

# MARKETS AND FINANCE

## TORONTO MARKETS

### FARMERS' MARKET.

The offerings of grain to-day were small, there being only 1,000 bushels of wheat, unchanged, with sales of 500 bushels at \$1.03 per bushel. Barley steady, 200 bushels selling at 50¢ to 60¢. Oats firm, with sales of 300 bushels at 49¢ to 50¢.

Farmers' produce in good supply, with little change in prices. Dairy butter, 22 to 28¢ per lb. and new laid eggs 30¢ per dozen.

Poultry firm.

Hay dull and easy, with sales of 10 loads at \$12 to \$13 a ton for No. 1 and at \$8 to \$9 for mixed. Straw easy, two loads selling at \$11 to \$12 a ton.

Wheat, fall, bush, 1.03 to 1.04; 80 to 85 for heavy and at \$9.25 to \$9.50 for light.

Oats, bush, 0.49 to 0.50; 0.50 to 0.51 for heavy and at 0.49 to 0.50 for light.

Barley, bush, 0.56 to 0.57; 0.57 to 0.58 for heavy and at 0.56 to 0.57 for light.

Rye, bush, 0.69 to 0.70; 0.70 to 0.71 for heavy and at 0.69 to 0.70 for light.

Peas, bush, 0.90 to 0.91; 0.91 to 0.92 for heavy and at 0.90 to 0.91 for light.

Blackwheat, bush, 0.61 to 0.62; 0.62 to 0.63 for heavy and at 0.61 to 0.62 for light.

Hay, per ton, 12.00 to 13.00; 13.00 to 14.00 for heavy and at 12.00 to 13.00 for light.

Do, No. 2, 8.00 to 9.00; 9.00 to 10.00 for heavy and at 8.00 to 9.00 for light.

Straw, per ton, 11.00 to 12.00; 12.00 to 13.00 for heavy and at 11.00 to 12.00 for light.

Dressed hogs, 9.00 to 9.50; 9.50 to 10.00 for heavy and at 9.00 to 9.50 for light.

Butter, dairy, 0.22 to 0.23; 0.23 to 0.24 for heavy and at 0.22 to 0.23 for light.

Do, creamery, 0.30 to 0.31; 0.31 to 0.32 for heavy and at 0.30 to 0.31 for light.

Eggs, new laid, 0.27 to 0.28; 0.28 to 0.29 for heavy and at 0.27 to 0.28 for light.

Do, fresh, 0.27 to 0.28; 0.28 to 0.29 for heavy and at 0.27 to 0.28 for light.

Chickens, dressed, lb., 0.16 to 0.17; 0.17 to 0.18 for heavy and at 0.16 to 0.17 for light.

Fowl, lb., 0.12 to 0.13; 0.13 to 0.14 for heavy and at 0.12 to 0.13 for light.

Turkeys, lb., 0.23 to 0.24; 0.24 to 0.25 for heavy and at 0.23 to 0.24 for light.

Cabbage, per dozen, 0.50 to 0.51; 0.51 to 0.52 for heavy and at 0.50 to 0.51 for light.

Calary, per dozen, 0.50 to 0.51; 0.51 to 0.52 for heavy and at 0.50 to 0.51 for light.

Potatoes, bag, 0.75 to 0.76; 0.76 to 0.77 for heavy and at 0.75 to 0.76 for light.

Onions, bag, 0.85 to 0.86; 0.86 to 0.87 for heavy and at 0.85 to 0.86 for light.

Apples, barrel, 3.50 to 3.60; 3.60 to 3.70 for heavy and at 3.50 to 3.60 for light.

Beef, hindquarters, 8.50 to 9.00; 9.00 to 9.50 for heavy and at 8.50 to 9.00 for light.

Do, forequarters, 6.00 to 6.50; 6.50 to 7.00 for heavy and at 6.00 to 6.50 for light.

Do, choice, carcass, 8.00 to 8.50; 8.50 to 9.00 for heavy and at 8.00 to 8.50 for light.

Do, medium, carcass, 5.50 to 6.00; 6.00 to 6.50 for heavy and at 5.50 to 6.00 for light.

Mutton, per cwt, 8.00 to 8.50; 8.50 to 9.00 for heavy and at 8.00 to 8.50 for light.

Veal, prime, per cwt, 8.50 to 9.00; 9.00 to 9.50 for heavy and at 8.50 to 9.00 for light.

Lamb, per cwt, 12.00 to 13.00; 13.00 to 14.00 for heavy and at 12.00 to 13.00 for light.

Provincial Markets.

Belleville—The live hog market was very dull the past week, no shipments being made. Buyers were offering \$8.50.

Dressed hogs in small supply at \$8.50. Hay very plentiful at \$13 to \$15 per ton.

Loose straw is coming in and selling at \$7 per load. Baled straw, \$10 per ton; fresh eggs, 25 to 30¢; butter, fresh, 25 to 26¢; potatoes, 7 to 8¢; hams, 14 to 15¢.

Wheat, 11 to 12¢; farmers' 8 to 9¢; wheat, 11 to 12¢; farmers' 8 to 9¢; wheat, 11 to 12¢; farmers' 8 to 9¢.

Straw—Hogs \$8.25 to \$8.50, dressed 6 to 7¢; pigs and hams 14 to 15¢; dressed 7 to 8¢; hams 14 to 15¢.

Calary, 5 to 6¢; calves 5 to 6¢; hams 14 to 15¢; dressed 7 to 8¢; hams 14 to 15¢.

Packings 11 to 12¢; farmers' 8 to 9¢; wheat, 11 to 12¢; farmers' 8 to 9¢; wheat, 11 to 12¢; farmers' 8 to 9¢.

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## FATAL SMASH.

Seven Men Killed or Burned to Death in Delaware.

The Educated Horse, Princess Trixty, Fatally Burned.

Wilmington, Del., Feb. 22.—Seven men were killed or burned to death early today in a head-on collision between an express train and two locomotives on the Delaware division of the Pennsylvania Railroad at Delmar, 100 miles south of this city. Two passengers were injured. Princess Trixty, the educated horse, was burned to death. She had been exhibited in Philadelphia for the past two weeks, and was being taken to Norfolk to fulfill an engagement. Princess Trixty was twenty years old, and had been shown in all parts of the world by her owner, W. Harrison Barnes. In Europe she was a favorite with vaudeville audiences, and she appeared three times before King Edward. The train was the regular express leaving Philadelphia at 11:22 p. m. and was crowded with passengers bound for Hampton Roads to see the naval review. The collision occurred at 2:50 a. m. The two locomotives were standing on the main tracks, and the engine of the express did not see the engine in time. Fortunately the sleeping passengers were in two cars removed from the point of collision, two baggage cars intervening between them and the engine. All the men in the two baggage cars were either killed or injured.

The wreck itself took fire, and it was impossible to rescue those under the wreckage. The flames burned until 9 o'clock this forenoon, when the last body was taken from the ruins.

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## BATTLESHIP FEET HOME.

The Flower of the United States Navy Warmly Welcomed.

On Its Return From a Successful Trip Around the Globe.

President Roosevelt and Thousands Greet Their Return To-day.

Old Point Comfort, Va., Feb. 22.—With homeward bound pennants streaming far behind them twenty-eight bands playing "The Star Spangled Banner" and saluting cannon roared tribute to the President of the United States, the battleship fleet of the American navy ended its month's cruise here to-day after an absence of fourteen months, and ending a notable journey of 45,000 miles.

The joy of home-coming was written upon the faces of every bluejacket and every officer on board the sixteen ships. The long cruise, the visit to many of the most famous ports in the world, the homage that has been paid to the fleet by every nation favored on the calling list, have been sources of intense interest to every one aboard the famous vessels, but unquestionably there was no scene in all the world to compare in beauty with the familiar landmarks picked up on the fleet's return, and the efficient force, through the Virginia Capes today and entered the hospitable waters of Chesapeake Bay and Hampton Roads.

As she led the beautiful column of battle ships out of Hampton Roads fourteen months ago, as she piloted the fleet through all the seas and into all the ports of the long cruise, the flagship Connecticut steamed again to-day at the head of the returning squadron. In the wake of the white ships of the home-coming fleet followed a welcoming host in grey—four battleships and five powerful cruisers bearing an escorting column sent out to sea to convey a preliminary word of welcome to the famous ships.

WEATHER CLOUDY.

The day of the home coming dawned with prospects of weather as fair as the cloudless day in December, 1907, on which the fleet started on its voyage.

Shadow of grey clouds showing clearing streaks of red and blue to the eastward at sunrise. Just before 7 a. m., however, a fog bank suddenly shut down, and set the whistles and bells of the many craft in the roads started searching and tolling the notes of warning.

The fog lifted again within an hour, but left a promise of a gray day which was anything but attractive to the thousands upon thousands of people gathered here from all parts of the country, and who were either awaiting the fleet or the home-coming ships.

Foreign naval attaches, immense parties of Government officials and high officers of the army and navy were aboard the fleet of welcome, which steamed out to-day to greet the incoming vessels and witness the review by the President at the tail of the horse-shoe. The Mayflower, which came down from Washington last night with the fleet, and the long column of ships, were anchored in the same waters today where she took up a position at the sailing of the fleet. After the ceremonial greeting of the battleships and their escort, the Mayflower steamed herself at the head of the fleet, and the long column of ships, which had anchored she took up a position in the center of the fleet. Admiral Sperry and other high officers, together with the captains commanding, were received on board, and the President, in the cordial thanks, which he afterward expressed anew to the officers and crews of the four divisional ships, the Connecticut, Louisiana, Georgia and Wisconsin, which he visited late in the afternoon.

SOCIAL CHANGES IN LONDON.

Men as Entertainers—Husbands and Wives Asked Separately.

They are saying in London that while women seem to be hankering after the work of men shows a touching disposition to get busy with what have been rather exclusively feminine matters—and to do them well too.

"We have most of us been abashed at some time or other," writes a woman in the Lady's Pictorial, "at the perfection of the bachelor's dinner party—the nice judgment displayed in the dishes and the austere elegance of the table and the silent and swift service."

"Many men arrange their dinner tables with their own hands, and one can generally assume that the flat or chambers of a man of taste will look better, rather than the drawing room of the average woman of taste, for the reason that he will not have so many trivial and irrelevant objects about."

"Social innovations, however, must always be started in the feminine camp, for men are not allowed to alter the law of 'what may be done' in society. Only the other day, for instance, the wife of the Prime Minister gave a luncheon party to which women came without their husbands and husbands without their wives."

"For some years past it has been an understood thing that attractive and witty ladies were not expected to refuse every invitation merely because their spouses were already engaged, but this is the first entertainment of any importance at which no one except the host and hostess had a legal partner present."

"If the idea circulates, as it probably will, society will be a great deal more amusing than it is at present. After all, why should a married pair always go out, two and two, like animals entering the ark? Seeing that they have the pleasure of each other's company year in year out at their own dinner table, why must they invariably go out together to sit at other people's festive boards?"

"Moreover, few people are at their best in the presence of their immediate relations, who judge them, occasionally, too severely an eye. Men particularly are apt to be mute when their lawful wives are sitting opposite them. So we may find, if the fashion becomes popular, that little Major Dumber, who always sat mumbling, is when he is by himself quite a garrulous and amusing person and that the meek Lady Monstern (when the baronet is not frowning) is quite capable of setting the table in a roar."

"Another custom which is creeping in is that of having the dinner menu written on tiny stone or marble slabs, chips from some world famous monument being used by preference. One I have re-

cently opposite my plate was a scrap from the Taj Mahal. Soon we shall not be content to sit down to dinner unless our menu is inscribed on a mosaic from St. Mark's, a chipping from the Parthenon, or a slaking from Trajan's arch. If this idea should ever be popularized in America it would mean the entire disappearance of all the famous monuments of the world, for no vandal ever equalled those from the other side of the Atlantic.

A pleasing result for hostesses of the present mode is that several more people can be placed at a dinner table than formerly owing to the scantiness of ladies' dresses. A fashionable woman in evening dress takes up about as much space as a rolled up umbrella, and if she is apt to wear things like corsets in her hair this does not affect the number of chairs which can now be placed for guests.

"The craze for water drinking at meals has obliged people to invent a more elegant word than the old-fashioned 'water' to designate the new beverage. The word 'hydrant' is the newest title which abstainers from wine bestow upon themselves."

LASTS 30 DAYS.

Wife Quits Husband Picked From 1,000 Proposers by Mail.