BANK TELLER STOLE TWENTY THOUSAND

Receiving Teller Abstracted $20,000 from Bank—Made Desperate Effort to Draw a Revolver When Caught—Brother is Wealthy Toronto Resident.

Minneapolis, Minn., May 17—Ellis W. Niles, the receiving teller of Toronto, was arraigned in the police court on complaint charged with embezzlement of $20,000 belonging to the bank. Ellis waived examination and was held to the grand jury. Assistant County Attorney Louis Solem asked that the bond be fixed at $20,000, and the judge signified that this amount was satisfactory to the court. The complaint is sworn to by Frank M. Price, president of the bank, and charges that the prisoner took $20,000 from the bank to Nov 1, 1908.

Niles is 32 years of age, and was caught as he was entering the bank Friday afternoon. He made a desperate effort to draw a revolver, presumably, it is thought, with the intention of blowing out his own brains, but he was overpowered.

Since that time he has been kept under guard in the home of Detective Colwell, and, it is said, has made a complete confession of the whole affair. Further, he is now said to be making every effort to refund the money he is charged with having taken. Up to date it is claimed he has returned in the neighborhood of $9,000 to the bank officials. His brother, a wealthy resident of Toronto, is in Minneapolis to aid him, and incidentally, it is said, intends to make up the alleged shortage if the bank officials will allow this to be done, and drop prosecution.

Niles has been in the employ of the First National bank for five years, coming from Canada. He started on a salary of $1,000 a year and when made receiving teller his salary was increased to $1,600.

Watched for Two Months.

Two months' work on the part of Detective Colwell led to the arrest. Early in March, Colwell was informed that Niles was suspected, but it was not until last Thursday that the detective secured what he considered necessary evidence. Then came a sensational scene in the lobby of the bank Friday morning, when Niles apparently tried to kill himself.

Niles has three blooded horses, having kept them for several months. Niles was frequently seen speeding on prominent thoroughfares. Lately, it is said, the teller began to play the stock market. Almost from the start he was a consistent loser, according to rumor. A week ago, it is reported, he wrote to his brother in Toronto for advice.

The brother wrote back asking that a guard be placed over Niles, but giving no reason. This was enough for Detective Colwell, who has been following the man for two months, and the letter was taken in hand after the bank officials had examined his books.

Early in March, it is said, Detective Colwell learned, among other things, Niles paid $45 a month for room and board at 050 Eighth street south, but that he rarely went there. Then it was reported that he had other abodes equally expensive. The detective learned about the three horses that Niles kept, and by following the suspect from the bank after hours learned that he had been playing the stock market, it is said.

How It Might Be Done.

Niles' alleged shortage, it is reported, came about in a very ordinary manner. As receiving teller he received many thousands of dollars every day from large depositors of the bank. Firms having balances of large proportions offer easy chances for juggling. For instance, when a depositor places $3,000 or more in the bank, a teller might receive the amount and give credit upon the book of the depositor. The slip that was made out by the depositor might be placed in the teller's pocket, however, together with the money deposited. Thus, there would be no record on the bank's books of any money received.

Of the $9,000 said to have been restored to the bank, $6,000 is said to have been supplied by an old man, who is said to have been Niles' agent in his alleged market speculation. Niles was bonded for $10,000.

'Niles' Confession.

When seen in the Central station Niles was somewhat loath to talk of his case.

"I suppose it is the same old story," he said when pinned down. "A man holding the position that I did cannot possibly live on the salary I received. I don't know how I happened to take the first amount of money, but after I started there it seemed impossible to stop. I started to play the market, and from the beginning luck was against me. Day after day I plunged with other people's money and I lost consistently. Whenever I did make a winning it was so small as to be of little account.

"Becoming more reckless every day, I thought I might as well have a few luxuries, so I bought three fine horses. One of them can go in 2.26. I dearly love the animals."

"What about the charge that you have been supporting two women?" was asked.

"I prefer not to talk about that," said Niles. "I don't want to drag innocent people into my trouble. I wish to state, however, that my lady friends have not received one penny of the money I have taken."

Easy to Get Money.

"Was it easy to get the money?" was asked.

"It was so easy that I am only sorry now that I did not get $100,000, instead of $3,000. Honestly, the system is not as good as you will find in a majority of country banks. I presume if it hadn't been so easy I wouldn't have been reckless and would not have been caught. At that, had I an inkling of what was coming I never would have been caught. It all came as a surprise, although for three or four days previous to my arrest I became suspicious, and had planned upon going to Chicago Saturday night with a lady friend, where I was to meet a young lady friend of mine. But that is all over now, and I suppose I am in for it."

"As receiving teller I handled many thousands of dollars every day," he said. "My system was to hold out the deposit slips and pocket the money. Whenever a large depositor brought in several thousand dollars, and I know that the depositor always kept a large balance, I would quietly give him credit on his book and then put the deposit slip and money into my pocket. In this way there never was any record on the bank books. It worked so nicely that I began to think I never would be caught, but I guess I missed my guess."

MONEY FOR ALBERTA.

Senator Roy Interests French Capital in the Western Country.

Senator Roy is expected to reach Edmonton in a day or so on his return from Paris. To a Winnipeg newspaper Senator Roy stated that while in Paris he had succeeded in interesting a number of French capitalists and financial institutions in the opportunities afforded by Western Canada. Arrangements had been practically completed for the formation of a loan company with $2,000,000 capital, to be called, "La Caisse Hypothecaire Canadienne," though an English name would probably be adopted later on. Many prominent western men, said Senator Roy, had been interested in the company and there was no doubt that its activities would bring a large amount of money to the west. Theodore Revillon, of New York, a member of the firm of Revillon Freres, who is accompanying Senator Roy to Edmonton, is one of the promoters. In two or three weeks Senator Roy will return to Paris to complete the formation of the company.

Asked with regard to the prospects of French immigration into the west, Senator Roy referred to the splendid work accomplished by Father Berube, of Vonda, and Father Gravel, who has brought a large number of French Canadians into the Moose Jaw district. The senator stated that the work of these two priests was beyond all praise. With very few exceptions the French settlers brought in were happy and contented and they were in almost every instance prosperous. The recent eelction of two French Canadians to the Alberta legislature had been received with much satisfaction by the large French population of Alberta. Both P. E. Lessard, elected for St. Albert and L. Bourdreau, M.P.P. for Pakan, were capable men who would do credit to the Alberta house. The Morinville and St. Paul de Metis settlements were rapidly filling up. A great future was before these districts along mixed farming lines.

BLACK HAND AGAIN.

Friend of Murdered Police Inspector Falls a Victim.

New York, May 18—Marked for death the police believe because he had been a close friend of Lieut. Petrosino of the New York police department, who was assassinated in Palermo, Peoggio Puccio, a cigarmaker, was himself assassinated early today as he was trying to enter his apartments in East 75th street. He dropped dead on the threshold as a bullet fired over the balustrade on the floor above crashed into his body. By the time the police arrived the assassin had escaped, presumably to the roof and down an adjoining house.

The police say the man who shot the cigarmaker had been lying in wait for him, apparently for several hours. Before going to Palermo, Petrosino frequently visited Puccio's home. When the body of the detective was brought to New York for burial, Puccio took an active part in the arrangements for the demonstration in honor of Petrosino for the funeral and the benefit of the widow. He helped to form some of the Italian societies which paraded in the Petrosino funeral procession and he marched at the head of the Caroline lodge of Foresters, of which he was an officer. Puccio was a leading spirit in arranging the benefit for Mrs. Petrosino, which was held in the Academy of Music. While engaged in this work he received several letters threatening him with death unless he discontinued his activity, but he ignored them and declared he "did not fear the cowards."

Several detectives from the staff formerly commanded by Lieut. Petrosino have been detailed to search for the murderer.

BRIDGE PLANS.

Will Loan Be Completed for New Quebec Structure.

Ottawa, May 20.—Messrs. Bautlet, Mojeska and Fitzmaurice, the commissioners engaged by the government to prepare plans for the Quebec bridge, after several months, have so far advanced the work that the government will be in possession of a complete plan at no distant date. The present piers, which cost $1,500,000, will be utilized for the new bridge, which will have a span almost as great as the 1,800-foot span of the wrecked bridge. Instead of a single tower, which was the weakness of the first bridge, the present piers will probably be duplicated on the riverside, thereby reducing the central span to about 1,600 feet. The structure will be on the cantilever principle and built of nickel steel. This will greatly increase its strength and make the bridge capable of carrying the heaviest traffic that can possibly be put on it. The bridge will stand 150 feet above the water at high tide. It is probable that a contract will be let during the summer and that the cost will be between $6,000,000 and $7,000,000.

Still Seeking Divorce.

Reno, Nev., May 19.—A report that cannot be confirmed, is being circulated here that Virginia Harned Sothern, the wife of E. H. Sothern, has taken up her residence in this city for the purpose of gaining the coveted divorce decree refused her three weeks ago by Judge Pike. According to the reports, Mrs. Sothern has rented a house in this city and after residing here for three days will again resume her theatrical obligations. It is given as her intention that she will return here a few days before the expiration of her six months and in her suit for divorce filed at the end of the month declare herself to have been a bona-fide resident of the state for the prescribed period.

Doctor Dies of Yellow Fever.

Guayaquil, Ecuador, May 19—Dr. William Wightman, of the Marine Hospital Service, died here today of yellow fever after an illness of five days.

HISTORIC WARSHIPS VISIT PACIFIC COASTS

Japanese Cruisers Now at the Coast Flew the Russian Flag at Chemulpo and Port Arthur—Raised and Rebuilt by Japanese.

Vancouver, May 20.—There was much sentimental interest among the local Japanese as they watched the big Japanese fighting ships out in the gulf. The flagship when she flew the flag of Russia had been the most dreaded of all Russia's warships. That was the Bayan—Admiral Wirren's Bayan—and admiral and ship did valiant work for Russia. It was the Bayan which laid the contact mines that caused Japan's gloomiest May Day four years ago, when the battleships Hatsuse an Yashima and cruiser Yoshino were sunk off Port Arthur by the mines the Bayan, now coming as a Japanese training cruiser, laid off the erstwhile Russian stronghold.

Twice the Japanese had sunk her, once with torpedoes and again with the siege guns at 203 Metre hill, and she had been lifted from the waters and converted into a cruiser for the Emperor.

Historic Association.

The Soya has interesting historic associations. Four years ago she lay below the water of Chemulpo harbor, a shot-riddled wreck, until Admiral Arai and his engineers raised her after great difficulties at a cost almost equal to her value. These decks on which the white-clad Japanese bluejackets now were lined to shout answering banzais to those of their countrymen in Royal roads had not many years past been covered with the blood of brave men who had not faltered even through they knew when the Varyag, as the Soya was then known, went out from Chemulpo harbor with the little Korietz to meet five Japanese warships led by the Asama, each one of which was her superior in weight of metal, that she had not the slightest chance of victory. Yet they fought, and fought well, until the riddled wreck, on fire and sinking, was steamed back into the harbor to be sunk at her moorings, where she lay for many months, until finally the Japanese naval men raised her and made her into a training cruiser.

An odd sidelight on the trend of thought regarding life and death was given in a conversation with one of the cadets of the training cruiser, which shows how strong is the sentimental interest in these warships now steaming into Vancouver harbor. To him the historic associations of the former Russian cruiser were vivid indeed. He was obviously a Buddhist. To him the dead were not gone; they were unseen shipmates.

"It seems odd to me," he said, "especially in the night watches when only the stars are above and the swishing sea is all that can be seen other than the night lights of the flagship ahead. When I recall that these iron decks are those the Russians trod when they fought so well at Chemulpo, and then I think that the manes of the dead who died then must visit us often. They must come again, as the souls of sailors would return to their beloved ships, and I puzzle over what they must think. No longer the blue cross flies, no longer the Russian navigates the ship and the Russian crowd the decks. Instead our Nippon-jin sit squatted about the 'smoking mats' with the hibachis. (It is permissible on Japanese warships to smoke only on small mats placed here and there about the decks with little tubs of charcoal known as hibachis.) The names of the Russian dead are honored by us, and the first cruiser the Soya when she flew the Rising Sun was to hold a memorial service for them in the water where they fought such a good fight at Chemulpo. There we held their requiem and did honor to him. I think they cannot feel shame; for they fought as brave men and died as sailors in a gallant fight."

The cadet recalled that now in Tokyo the semi-annual festival of the Yasikuni shrine was being observed—the feast of the returning dead. Twice a year the souls are thought to come from the far away fields, from beneath the waters of the seas where they died, from the Yellow Sea, from Port Arthur, from Korean bays, from many a trench and sea they seem to know the way to the great Shokonsha temple at Kudan on the hill behind the Emperor's palace at Tokyo, where the holiday-makers came in thousands to clap their hands and mumble supplications before a seeming empty temple, the wide mat-covered floors of which look empty only to the unbeliever's eyes. To others the big temple hall is filled with the homecoming souls of the dead, the old warriors with the whalebone and iron mail of the ancient samurai and modern soldiers and seamen in the foreign-styled uniform of today.

"You believe the dead are not gone, then?"

"No, they are always in the world, going from one existence to the other, for the space of many lives, perhaps thousands, and the duty of the family is to honor the dead who live beyond the grave. It is the chief tenet of our national religion, this worship of our ancestors and our dead, second only to loyalty to the Emperor. We are first loyal to the Emperor, then to our dead.

"You have seen the home-coming of a regiment, or a contingent from foreign service? Well, if you remember, you will recall how often there is a space between the companions. The dead are there. They are marching too, unseen.

"It is because I know that that I think—especially in the night watches when all is still—that the manes of the Russians who died in the Varyag must often be with us, unseen, in the Soya, and I wonder what they think.

"Ah, who knows? It is all such a mystery. The more we read of foreign beliefs, of foreign religions, the more we are in doubt. We scarcely know what to believe, we of Japan."

Sentiment Rules.

It has always been considered meet that the warships with the most historic associations should become training ships, and those training ships which have previously come to Esquimalt, the Hiyei that came ten years ago, the hero ship of the war with China, when she ran between the lines of the Chinese ships despite the shells which pierced her and made the wardroom a mass of wounded men lying among the burning splinters; the Tsukuba, a corvette, which was formerly H.M.S. Malacca before Queen Victoria had her taken from Esquimalt to be presented to the Mikado; the Matsushima, Ikutshima, which led the former navy of Japan when the war was fought with China—all are ships of historic associations, but the Aso and Soya are considered the greatest of all the training cruisers.

War Marks Erased.

Now, with the sunlight of early morning shining on their grey-painted sides, no marks showed on the great cuirass; the shattered plates are all repaired; the terrible dents where the big shells tore through the armored sides and the charred decks where the wounded lay not so long ago—all have given place to the white smoothened decks and untrammelled, unmarked steel sides, that are like a warship new from the slips of the builder.

Admiral Ijichi, who comes in command of the visiting training cruisers, is not a newcomer to British Columbia. Although this is his first visit to Vancouver he came to Esquimalt, than a naval station, 20 years ago, as a cadet on the old Japanese training corvette Tsukuba, since replaced by a new cruiser of 12,500 tons of the same name. The Tsukba was a one-time British warship, H.M.S. Malacca, one of the vessels of a former Esquimalt squadron. She ran ashore at Brotchie ledge in 1876 and a year later was given to the Emperor of Japan by the late Queen Victoria to augment the nucleus of the Japanese navy. Admiral Ijiehi was then a cadet, the counterpart of the 180 young Japanese who are being trained that they may become further Togos on board the Aso and Soya.

In his wardroom on the Aso, Admiral Ijichi has a picture, a water-color strip a yard or more in length, which he painted 29 years ago at Esquimalt, and he proudly shows this to visitors on board as a memento of his previous visit.

The admiral was the right-hand man of "Father" Togo during the war with Russia. He was in command of the admiral's flagship, the Mikasa, and in his cabin there is a photograph of the bridge of the Mikasa with the navigating instruments swathed in padding to protect them, showing himself and the admiral and his staff watching the progress of that famous battle of the Sea of Japan four years ago this month.

Many other officers on board were engaged in the noted battle which gave the final victory over Russia to Japan and meant so much to the eastern empire, as Admiral Ijichi signalled to the fleet that May morning, "The destiny of our empire depends upon this battle—you are exhorted to do your utmost." Flag Captain Shimamura, who made his last visit to British Columbia ten years ago as an officer of the training gunboat Hiyei, was in command of a torpedo section which did great work, the sinking of the Russian warship Admiral Makinoff being due to the practice made by the torpedo boats.

Investigating Fire Loses.

Winnipeg, May 18.—Thomas Gelley, assistant superintendant, of immigration, and L. Roy and Ernest Fidler, two officials of the immigration department have gone west to Saskatchewan to carry on an investigation into the losses caused by the recent prairie fires, with the object of helping the settlers in the various districts who lost everything in the conflagration. The Department of Immigration has been authorized to provide immediate relief to the settlers who have suffered and to supply them with seed grain, food, building material, etc., until they can be properly fixed once more. Mr. Gelley is in Moose Jaw looking into supplies and the districts of Baildon and Blue Hill are being inspected by Mr. Fidler. Mr. Roy is taking Gravelburg, Leeville, and Limerick districts. Both officials will report to Mr. Gelley.

Fair Boosters Happy.

Winnipeg, May 18.—The work of the Exposition committee from Coast to Coast has been completed, and from beginning to the end it forms a chain of continuous successes, each one better than the other. The committees that were sent to British Columbia and to the Eastern provinces, have returned to the city and report the whole country solid for the project. The Dominion Government has been appealed to and in a short time it will be known whether the exposition of 1912 will become a reality or not. Nearly every provincial government has guaranteed support and co-operation and it will not be through a want of support of the people that the proposition falls through if it does so. The members of the delegation from East and West report splendid success and are enthusiastic over the magnificent reception tendered them whereever they went.

Local Court Must Act.

Vancouver, B.C., May 18.—An order winding up a company in another Province and by a judge there is not effective in this Province until passed upon by the local courts. Chief Justice Hunter so held today in an application to open up the judgment recently obtained in suit by J. Aspey now of London England, against the Empire Accident and Security Company of London, Ontario. The company, according to counsel in court today went into liquidation recently, judgment being entered three weeks later. It is for $3,000 and represents the company's alleged liability on the policy of the life of the brother of the plaintiff, killed on a logging railway near Nanaimo a year ago.

Aged Woman Killed.

Stratford, Ont., May 20—Mrs. John Kehberg, aged 70, fell downstairs early this morning and broke her neck. She died in a few minutes.

SCOTTISH EXPEDITION DASH TO SOUTH POLE

Dr. William Bruce Will Approach Goal From the Atlantic Side—Ship Will Wait for Him on the Pacific Side.

London, May 20.—Dr. William Bruce of the Scottish Oceanographical laboratory, who now is planning a new voyage to the Antartic, narrates in this article the exact details of his scheme, which is certainly one of the most daring of modern times. He does not, like Lieutenant Shackleton, contemplate approaching the south pole from its nearest open side—the Pacific—and then returning to the base from which he started ,but he plans to land on the Atlantic side and cross right over the Atlantic continent, his vessel being ready to pick him up on the Pacific side if and when he arrives. As considerably less is known about this side of the Antartic continent and the land ice journey is much longer, the task will, therefore, be very arduous.

It is, by the way, intended to have a vessel of 250 to 300 tons register, carrying about 36 men, including six scientists, and the cost will be £50,000.

Dr. Bruce, the son of an Edinburgh surgeon, was born 42 years ago, and is director of the Scottish Oceanographical laboratory in that city. Although comparatively a young man, Dr. Bruce has had a very extensive experience in pioneer work connected with the Antarctic exploration. His introduction to this class of work was gained in the Challenger expedition commission; he was appointed naturalist to the Scottish Antartic expedition (1892-93), and in 1895-6 was put in charge of the Ben Nevis observatory. He resigned the post to join the polor expedition of 1896-97 as zoologist; was naturalist to the Andrew Coats expedition to Novaya Zemlya, Wiche islands, and Barnet's sea in 1898; acted in the same capacity to his serene highness the Prince of Monaco's expedition to Spitzburgen and north polar regions during 1898-99 and 1906.

As leader of the Scottish national Antartic expedition (1902-4), on board the steam yacht Scotia, Dr. Bruce discovered 150 miles of the coast-line of the Antartic continent, naming it Coats Land, and bathometrically surveyed the south Atlantic ocean and Weddell sea to 74 deg. 1 min. S., and between 60 deg. W. and 20 deg. E.; while during 1906-7 he explored and surveyed Prince Charles Foreland, Spitzbergen. When not engaged in scientific pursuits, Dr. Bruce finds recreation in gardening, walking and photography.

Plans of Dr. Bruce.

Dr. Bruce discusses his coming expedition as follows:

"Seeing that Ross, Scott and Shackleton have given us a very concrete idea of that part of the Antartic continent facing New Zealand and practically up to the pole itself, it seems appropriate that some one should attempt to penetrate southward on the opposite, or Atlantic, side, and this is what I propose to attempt in my new Antartic expedition.

"I fully realize the difficulties ahead having three times sailed to the Weddell sea and having each time been more or less repulsed with heavy ice, like my predecessors, Bellinghausen, Biscoe, Kemp, Moore and Ross; but the attempt must be made to reach the shore of the Antartic continent in those longitudes and set up a station there. This done, I also recognize that my base is about 300 miles further from the pole than Shackleton or Scott's base. But that matters nothing for once we cross 74 deg. S., every inch of ground we cover is new, absolutely untrodden by the foot of man.

"By choosing this locality we step into the dark, into the mysterious unknown. We do not know what is before us. Yet we have ideas, and perhaps mine are as concrete as any, as I have never ceased to investigate any Antartic discovery made since my first voyage to Weddell sea, seventeen years ago.

"My beliefs are these:

"First, that there is undoubtedly an Antartic continent twice the area of Australia, scattered portions of the coast-line of which we know, notably Edward, Victoria, Wilkes, Wilhelm, Enderby, Coats and Graham Lands.

"Second, that the greatest mass of the Antartic continent lies on the Atlantic ocean side.

"Third, that the backbone of Antartica runs from Victoria to Graham Land, with possibly a subsidiary range, the beginning of which is the Alexandra range, discovered by Shackleton, and the end of which terminates at Enderby Land, or a little east or west of it.

"Fourth, that there are three great icefields, one facing the Pacific ocean, one facing the Indian ocean, and one facing the Atlantic ocean.

"Fifth, that the Pacific is the narrowest and steepest icefield, and that the Atlantic ice field is the broadest and most gently sloping one.

Sixth, that the south pole is situated on the Atlantic ice-shed, on the Pacific side of which Shackleton traveled.

"From the above, therefore, it will be seen that although the distance from the Antarctic coast-line to the pole is greatest on the Atlantic side by 300 miles, yet the road will be less difficult, this route resembling one across the American continent from east to west. Also that having reached the great mountain range, ascended on its steepest side by Shackleton, by a gentle slope it will be easier to descend that way to McMurdo bay, or more interestingly if it can be arranged to Edward Land. This attempt to cross the Antartic continent, even if only partially successful, cannot fail to add more to our knowledge of Antartic than any other route, for it will, with Shaskleton's work, give the most complete sectional idea of Antarctica. My plan therefore, is to land in the vicinity of Coats Land and to cross the Antarctic continent from the Atlantic to the Pacific. We reverse previous Antarctic methods; we travel from the unknown to the known, and not from the known to the unknown.

"But, as befits an expedition setting out from the Scottish Oceanographical laboratory—the only institute of its kind in Britain—oceanography will form an important part of the programme, especially in relation to further proving Antartic continental connections with South America, South Africa, Madagascar, Australia and New Zealand. The expedition will especially endeavor to supplement and complement the investigation of the Scotia in the south Atlantic ocean between 40 deg. S. and 74 deg. S. latitude, and will carry on a circumpolar battery metrical survey during the extensive voyage proposed.

"The first port of call in the south will be Buenos Aires. From Buenos Aires a zigzag course will be made to Cape Town between 40 deg. S. and 60 deg. S., from Cape Town the ship will proceed to Coats Land, where the wintering station will be set up; the ship will then retreat to Melbourne, sounding, etc., en route. The land party will divide into two or, if possible, three parties, one for work to the east, one for work to the west, and a thrid under my leadership southward across the Antartic continent. From Melbourne the ship, in the second season, will push southward to McMurdo bay, to meet my transcontinental party, setting up caches of provisions as far to the south as possible and leaving stores at McMurdo bay. The ship will then return to New Zealand with my party. Thence she will sail to Coats Land during the third season to pick up the rest of the land party, and proceed home.

"If we look at maps of the north polar and south polar regions, we find that all the highest latitudes attained in the north have been from the Atlantic side, and in the south from the Pacific side. Parry, Nares and Markham, Greely, Nansen, Abruzzi and Cagni, Parry and Erichsen have won the blue ribbon of the north; while Cook, Weddell, Ross, Borchgrevink, Scott and Shackleton have won that of the south. Weddell, in 1823, was the only one who held the honor for any time on the Atlantic side till Ross oversailed him in 1841 on the Pacific side.

"The reason is not far to seek. The Arctic regions have been penetrated nearest to the great centres of civilization and where open sea extends every year to 80 deg. N. latitude. The Antartic regions have been penetrated where Ross in 1841 discovered the least force of resistance, and where open water extends every year to 78 deg. S. latitude. Not one of th eeleven ships that has sailed to reach the Ross barrier has ever failed to do so, and, although a belt of ice has to be passed through, as a rule this does not entail serious ice navigation. We may, in fact, always be quite sure of reaching Ross' great ice barrier. It is not so on the Atlantic side. Bellinghausen, Biscoe, Kemp and Moore were all prevented by impenetrable pack from reaching 70 deg. S. latitude. Ross was stopped in 71 deg. 30 min. S. latitude in 1843, and the Scotia, under my command, was beset and frozen in in 70 deg. 25 min. S. in 1903. Weddell only has sailed in a sea free of ice to 74 deg. 15 min. S. latitude in 1823, and the Scotia only has sighted the Antarctic continent in these longitudes in 74 deg. 1 min. S. in 1904. Even then the Scotia was beset with pack ice of the heaviest description, and under enormous pressure heaved right out of the water on to the top of the ice. She remained in this precarious position for a week off the inhospitable and desolate shores of Coats Land."

DENIES THE NOTES.

Perrault Claims Roy Notes for $20,000 Were Not Signed by Him.

Montreal, May. 19—At this afternoon's session of Hon. Ph. Roy's trial at St. Johns some very damaging evidence was produced. Notes to the amount of $20,000 were shown in a bank statement as assets. These were signed by one Z. Perrault. On the witness stand today Mr. Perrault swore that he had never signed these notes and that the signature was a forgery. Under cross-examination he admitted that the liquidator of the bank had condemned him to pay the amount of these notes, but he still affirmed that they were forgeries.

Other evidence was submitted showing that ex-President Roy had three notes signed by his brother discounted in his own favor and cashed by himself at a branch bank.

Full Conference.

London, May 19.—The whole of the oversea dominions have now accepted the invitation to the defence conference. It is not proposed to telegraph any definite agenda to the colonies, but the war office and the admiralty will prepare a list of subjects for discussion.

SCIENTIFIC MISCELLANY.

The foreign population of China is estimated at 40,000.

Nearly 200 pounds of salt can be evaporated from a ton of Dead sea water.

Venezuela's government cigarette monopoly has been abolished by executive decree.

Tobacco is almost the only agricultural product, fruits excepted, exported from Paraguay.

Because of the high rate of infant mortality, Calcutta has appointed a woman as sanitary inspector.

According to an English orientalist the taxicab was known to the Chinese at least 1600 years ago.

The government of Uruguay is about to establish its first wireless telegraph station at Lobes island.

Over 1,240 miles of new electrical railroads were built in the United States, Canada and Mexico last year.

By placing the stems of cut flowers in a weak solution of sal ammonia they may be kept fresh from 15 to 30 days.

A patent has been granted upon a sodder for joining aluminum, consisting of tin, zinc, antimony and phosphorous.

Peroxide of hydrogen will strengthen the background color of blueprints that have faded through exposure to sunlight.

The Lake Shore railroad is experimenting with dispatching fast trains between Buffalo and Chicago with wireless telegraphy.

Cream is separated from milk in a new machine which alternately subjects the milk to positive and negative electrical currents.

Melbourne university plans to require five years of study by a person before granting him a diploma as a veterinary surgeon.

Wooden sandals, to be attached with spring slips, have been invented for the use of horses on marshes or other soft ground.

Tar coated water pipes must be shellacked before they are painted, or the tar will make stains that will show through the paint.

Into the trade school at Liego Belgium, there has been introduced a course in cigar-making, fostered by government subsidy.

Chicago's telephone exchanges are the busiest in the country, with an average of 22 calls on each of the 180,000 lines each day.

A three-cornered drill that cuts square holes and can be used as a lathe, drill press or milling machine is a recent invention.

The Nile flood of 1908 was the highest since 1898, reaching a height of 306 feet above the sea level at the Assouan dam in September.

New York has about 10,000 passenger elevators and about 12,000 for freight service. 8,000 of the former being in office buildings.

A new English electric oven can cook four articles at the same time, yet is so compact that it is but 13 by 14 by 15 inches in size.

France's cider crop last year totaled 445,750,932 gallons, as against 72,805,000 gallons in 1907 and 574,634,000 gallons in 1906.

The Argentine government has begun the development of a new petroleum field on the east coast of Patagonia on its own account, and is securing a good grade of fuel oil from a depth of 1,770 feet.

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HIGH WHEAT PRETTY C

Chicago, May 19.—Bullish ons in wheat are spreading entire world and now includ every wheat raising country conditions over-balance all they are attracting the att the old time Bears as well who are friendly. The old w come in first for a share of Every market across the wa ed with advances today. The in Russia is extremely dry prospects in Germany and Fr anything but glowing. Sm gentine shipments are broke fore the long-drawn drouth country and because seeding delayed so long that a red the acreage is among the ties. The strength in cash abroad was shown by the ad 3 to 6 d in cargoes off the Coast. The general news country was bullish too. In to the further heavy dec stocks at Minneapolis, 660,00 so far this week, was the the receipts at both northwe ets were small. Mills at M lis are taking wheat from t tors daily and nearly all wh in the Minneapolis market is perty of millers, and it is not The boom trading element came down short this morn when they attempted to even contracts they discovered t grain was held tightly and th der to get it higher bids wo to be made. There was a g in the news of the day on whi vance prices. Sentiment cha most completely over night a there were many favorable ports to come forward there a goodly sprinkling of unfav ports from experts who are the fields of the southwest.

BULLISH NEWS SUSTAIN

Chicago, Ill., May 21.—In to the long dry spell in Fr Germany, coupled with a very Prussian official crop report gentine Republic has been v frost and the late seeding further in consequence.

A cable from Odessa, Russia, stated that the we the southwest is cooler, bu wise unchanged, and that badly needed. The Royal s bureau of Prussia returns c ditions in the monarchy at winter wheat on May 15 agai 15, and 80 on May 15 a year a ter rye at 68, against 68 Apri 76 May 15 a year ago. A bu of statistics will more tha face the bears in wheat, n tomorrow, but for some time There were gains of ½ to wheat values today. There great deal in the way of prevent any large amount selling. The cash demand ter with the sale of a cargo hard at May price. This w sold to go to Buffalo. Th west reported a good cash and spring wheat flour wa active, with the Minneapolis creasing their output and st creasing rapidly, 660,000 bu far this week. Millers were 3 cents over the May price f red winter for July shipment shows whether there is muc chance for wheat to declin hurried way. Ascension Paris, Antwerp, Berlin and closed business. Liverpool changed to ½d higher for ¾ to ⅝d higher for futures. Ayres was up ½ cent.

LIVERPOOL MARKET

Montreal, May 22.—John Co.'s Liverpool cable today steers 13¼ to 13¾ cents; Ca 13 to 13½; ranchers, 12 to and heifers, 12½ to 13; bulls 11. Trade slow. Weather

CHICAGO STOCK PRIC

Chicago, Ills., May 20.—Ho reacted today under shippin that forced packers to fill necessities early. It was a cent higher market, shipper $7.40 for 200 pound grades. of $7.15 to $7.35 took the bu

The cattle trade was dull, stuff was in request, but kill loaded with heavy beef.

Live muttons were about The recent run of souther has been shut off and loca were all in the market.

Hogs—Receipts 15,000; ma 10c higher. Mixed and $7.00 to $7.42½; good heavy 7.45; rough heavy, 6.90 to 7.1 6.80 to 7.30; pigs, 6.00 to 6.9 7.20 to 7.35.

Cattle — Receipts 4,000; steady; beeves, 5.25 to 7.3 and heifers, 2.50; stockers a ers, 3.75 to 5.60; Texans, 5.25 calves, 5.50 to 6.75.

Sheep — Receipts 8,000; steady. Sheep, 5.25 to 6.65 6.40 to 9.10.

GRAIN PRICES.

Winnipeg, May 20.—Cash No. 1 Northern, 1.25½; No. ern, 1.22¾; No. 3 Northern No. 4, 1.13½; No. 5, 1.07½; 93½; feed, 85; rejected 1-1 N 2.21; rejected 1-2 Northern, jected 1-3 Northern, 1.15½; 2-2 Northern, 1.16½; rejec Northern, 1.14¼; rejected 1 for seed, 1.17½; rejected 2 for seeds, 1.14½.

Winter wheat—No. 1 Albe 1.23½.

Oats—No. 2 white, 50¼; No 49; feed, 49½; No. 2 feed, 48

Barley—No. 3, 59¾; No. feed, 52½.

Flax—No. 1 Northwestern, 1 Manitoba, 1.41.

Winnipeg options: Whe opened 1.26, closed 1.25½; J 1.26¾; October 1.07⅛, 1.07⅞.

Oats—May 50½, 50½; Ju 51½; October 40¼.

Flax—May close 1.43; Ju 1.45¾.

American options: Chic open 1.30, close 1.30; Jul 1.15¾; September 1.07⅝, 1.0

Minneapolis—May 1.29¾, 1 1.27⅞, 1.27⅞; September 1.0