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Mallets and Hammers unexcelled for bright finished and plated work. Will not mar.

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The Toronto World.

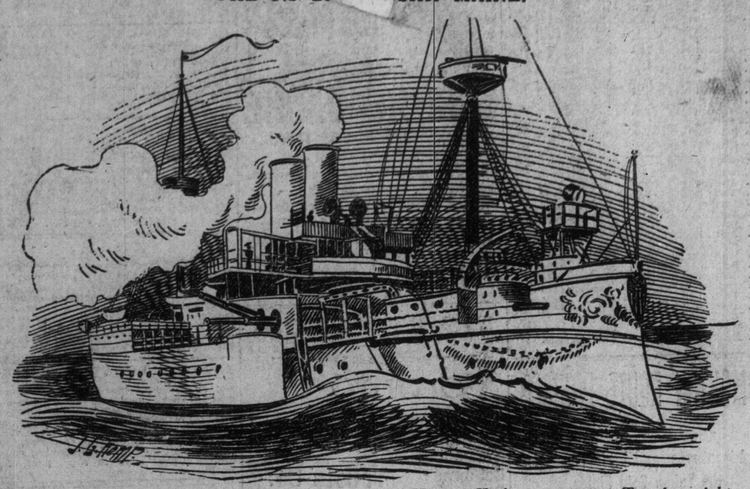
RADNOR

Empress of Table Waters

NINETEENTH YE[illegible] TEN PAGES—THURSDAY MORNING FEBRUARY 17 1898—TEN PAGES ONE CENT

The Senate Reading Room 20Jan98

THE U.S. B[illegible] SHIP MAINE.



The U.S. battleship Maine, which was blown up in Havana Harbor at 9.40 on Tuesday night, was of the second class and cost $2,500,000, exclusive of cost of armament. She was launched on Nov. 18, 1890, and commissioned on Sept. 17, 1895, with a complement of 31 officers and 343 men. She carried 4 ten-inch and 6 six-inch breech-loading guns, 7 six-pounder and 8 one-pound rapid-fire guns, 2 Gatlings, and was fitted with 4 torpedo tubes. Her armor was 12 inches thick. Length 318 feet; 4000 tons, twin screw, speed 17½ knots. The loss of life is estimated at 253, but even latest details do not give exact figures. The Maine was looked upon as one of the best ships in the American navy. This disaster is the greatest in naval history since the sinking of the British warship Victoria by collision with the Camperdown, off Malta, in June, 1893, when Admiral Tryon, 22 officers and 336 men lost their lives.

HOW 253 MEN MET THEIR DEATH.

OFFICERS' NARROW ESCAPE.

Graphic Description of the Scene Which Followed the Explosion.

The Crash Was Near the Crew's Quarters and Few Escaped—Agonizing Cries for Help—Midst Smoke and Fire the Men Fought for Their Lives.

New York, Feb. 16.—A special cable to The Evening World from Havana says the officers of the Maine state the explosion was in the central magazine, and that the Maine was raised out of the water and then went partially to pieces. It continues:

All but the surgeon was talking in the ward room at the moment of the explosion. Then came the stupendous shock. All the officers below rushed on deck, but could get no further forward than the middle superstructure there. Only a very few of the jackies ever got from below. The water rushed over them and many were stunned and drowned, but not mangled.

Officers' Narrow Escape.

The officers on deck narrowly escaped. In the junior officers' mess all had to clamber out through water and wreckage waist deep. One ladder from the after torpedo compartment was jammed with men struggling up for life. All agree that a double explosion occurred from the natural result of an underwater explosion of the magazines."

The account of the passengers on the Ward Line steamer City of Washington, which was lying 300 yards from the Maine, bears out the foregoing statement. Brass pipe, angle iron, etc., fell in a shower on the decks of the City of Washington, so injuring two boats that when lowered they were useless.

Anguished Cries for Help.

Out of the dense smoke came anguished cries for help. Simultaneously with the cessation of falling fragments, searchlights were thrown on the wreck and its load of agony. Spanish boats from the shore joined those of the Washington alongside at once.

SUSPICION OF FOUL PLAY.

It Ran Through the Minds of People in Washington—The House Passes Resolution of Condolence.

Washington, Feb. 16.—The appalling nature of the disaster and the gravity of the situation that would arise should investigation give a basis for the undercurrent of suspicion of treachery and foul play that ran through all minds had a sobering effect on public men of all shades of political opinion. The fact stands forth and is little less than remarkable that not a single resolution was introduced or a single speech made in either House of Congress bearing upon the disaster, save one of condolence with the families of those killed, offered by Mr. Boutelle and adopted by the House of Representatives. Public men expressed their opinions with reserve when approached for interviews, but everywhere there was a demand for an investigation and full details in the light of which the matter may be justly viewed.

The Pith of Many Despatches.

A board of naval officers will proceed to Havana at once, employ divers and make a searching enquiry as to the cause of the disaster.

Captain C. D. Sigsbee, her commander, was considered one of the most careful and capable officers in the naval service. He was selected to take the Maine to Havana harbor because of the great confidence which the Navy Department has in his ability to cope with any crisis with which he may be confronted.

The large majority of naval officers are inclined to the belief that the explosion resulted from spontaneous combustion of a coal bunker.

The London Daily News says there is absolutely no warrant for suspicions of foul play, and adds that a spark of misdirected national feeling might cause terrible mischief. The other London dailies express sympathy and regret.

According to a list compiled and issued by the Naval Department to-night 258 lives were lost by the sinking of the Maine. In the list of dead are the names of Lewis L. Barry, Halifax, N.S.; John Dolan and William J. Fewer, St. John's, Nfld., and Bartley Fountain, Quebec City.

CUBANS CRY "TREACHERY."

They Do Not Hesitate to Say That the Affair Was the Result of Spanish Plotting.

New York, Feb. 16.—Great interest was felt at the Cuban Junta to-day in the disaster to the Maine. Some of the Cuban patriots did not hesitate to say that the affair was the result of Spanish treachery. But the more composed men could hardly believe that the Spanish Government would countenance such work. They were inclined to think that if the explosion was not the result of an accident, it was merely the work of some Spanish fanatic. Dr. Castillo, a prominent member of the Junta, said: "I do not believe the Maine was blown up by the Spaniards. I know every foot of the harbor. From the despatch of the location of the Maine I read several days ago she could not be near any submerged torpedoes which are in the harbor for purposes of defence."

THE NEWS IN MADRID.

Sympathy and Sorrow for the Misfortune—A New Kind of Explosive Was Carried on the Maine.

Madrid, Feb. 16.—The following semi-official note has been issued:

"The news of the disaster of the Maine has caused a painful impression in Madrid. It was at first feared that there had been some act of imprudence to which the catastrophe was attributable. Afterwards, as the details arrived, the fears dispelled took the form of feelings of sympathy and sorrow for the misfortune which has occurred.

"The Captain-General, the commandant of the arsenal, the sailors of the cruiser Alfonso XII., the crews of the merchant vessels and all the available forces hastened to succor the injured."

"The Government has expressed to Minister Woodford the regret it feels at the catastrophe, more especially as it occurred in waters within Spanish jurisdiction."

New Kind of Explosive.

Admiral Chacon, the Commander-in-Chief of the Spanish Navy, in the course of an interview to-day, said the United States warship Maine had on board a "new explosive based on gun cotton, manufactured by a special process." Such explosives, he added, were very dangerous, the slightest friction causing an explosion. He believed the disaster was due to such a cause.

Carnival to-night at Moss Park.

Infant's Death Will be Investigated.

Last night Coroner Greig issued a warrant for an inquest concerning the death of an infant, which occurred yesterday afternoon at Mrs. Knowlton's, 10 Madeira-place. There were six infants in the house, and they all had measles. The deceased became quite ill yesterday morning, and Mrs. Knowlton sent for Dr. Snider, who had previously attended others of the children for the same complaint. Dr. Snider found that the child was suffering from a complication of measles and pneumonia, and death was near at hand. The child expired a few hours afterward. As a matter of form, Dr. Snider notified the Coroner, although, as far as the doctor thought, there were no suspicious circumstances. The warrant calls for the inquest at Stinson's Hotel, Gerrard and Parliament-streets, at 4 o'clock p.m. to-day. Dr. Snider says the children were not apparently neglected in appearance. Inspector Archibold also avers that the case is not a serious one.

Grand fancy dress carnival—Moss Park rink to-night.

Moss Park carnival, elegant prizes for costumes, to-night.

Crowded—Just Like the Cars.

In the promised search for the bacillus of the evil of crowded cars, the judge and the lawyers and others engaged in the matter may happily discover the kind of germ which Dickens might cultivate to draw bigger crowds to the new store. Plenty of buyers are attending Dineens' February sale of fur wear at cost prices for cash, but the prices are so exceptionally low that the store these days should be packed solid—just like the cars.

Nutini, the blind Paderewski, at Massey Hall to-night.

Duty Makes No Difference.

Call at M. McConnell's, Colborne and Leader-lane, and see for yourself that he is selling imported cigars cheaper than anyone in Canada. You can purchase one cigar at the same price as you can five thousand.

Moss Park carnival to-night.

The Spring Flowers

At Dunlop's are exceptionally bright and charming. Prices reasonable and within the reach of everyone.

TOLD BY THE SURVIVORS.

The Big Battleship Now Lies on the Bottom in Havana Harbor.

Captain, Officers and Members of the Crew Tell of the Awful Explosion and Their Escape—There Was a Second Explosion at Two in the Morning.

Havana, Feb. 16.—The shattered and torn hulk of the United States battleship Maine lies at the bottom of Havana Harbor, a tomb for at least 253 of her crew.

The explosion, which shook the city from one end to the other, created the wildest excitement. All the electric lights were put out by the shock. Fire engines rushed from one direction to another and no one knew for certain from which direction the explosion came. Some started the report that it was the arsenal, others said it was a shell, and it was not until 11 o'clock that the real cause was known.

The Maine, at the time of the explosion, was at anchor about 500 yards from the arsenal, and some 200 yards from the floating dock.

How the Force Acted.

Her steel upper deck forward has been completly lifted and turned over on her starboard side. None of the big guns in the turrets are visible. She is slightly listed to port and all forward of her massive cranes for unloading ships boats have completely disappeared. The big funnels lie flat upon the twisted and gnarled braces and pieces of steel decks. From the funnels aft, the ship seems to be intact. She has settled until the water has covered the top of her superstructure, and the stern searchlight and one rapid firing gun look over the water just below them. It is reported that the disaster was due to the explosion of the boiler of the dynamo machine on board the Maine.

The first explosion is said to have been caused by over 600 pounds of gun cotton, and the subsequent explosion is alleged to have been caused by shells and cartridges.

All the navy fire brigade and the navy positions were immediately ordered on duty. Stretchers for the use of the wounded were sent to the scene by the fire brigade and the headquarters of the Red Cross Society was called upon to send four stretchers, and men were sent to patrol the scene of the disaster and pick up the dead and wounded.

Spaniards to the Rescue.

The Spanish cruiser Alfonso XII., which was anchored close to the Maine, lowered her boats and saved 37 of the crew of the American warship.

Lieut.-Commander R. Wainwright of the Maine was half undressed at 9.30 o'clock p.m., and was walking in his cabin next to that of Captain Sigsbee, when the explosion occurred and put out the electric lights. Lieut. Wainwright then lit a match and went to Captain Sigsbee's cabin. The captain, it appears, had been thrown from his bed, but was uninjured. They both went on deck, and ordered men to flood 2300 pounds of gun-cotton which were on board. The order was carried out, the men never returned, but Havana was saved from a still more terrible explosion. The large number of deaths reported among the crew is said to be due to the fact that many of them were asleep below at the time of the explosion. Most of the officers saved were dining on board the Ward Line steamer City of Washington.

The Spanish cruiser Alfonso XII. was for some time after the explosion in great peril, and her mooring tackles were slacked away and she was anchored at a great distance from the burning warship. She then lowered her boats and took part in the work of rescue.

They Swam to Safety.

The first of the American sailors to reach the Machina Wharf were swimming. Three sailors who escaped fell senseless as they reached a place of safety. One of the Maine's officers, who is being cared for at the Sanitary Headquarters, is seriously wounded. He is very young and is believed to have been the officer on guard at the time of the disaster. He is said to have asked for a priest to make his confession.

Some of the wreckage of the Maine fell on board the City of Washington and knocked two holes in her deck. The chaplain of the Maine, the Rev. Mr. J. P. Chadwick, went on board the Alfonso XII. in order to minister to the wounded. A Spanish naval officer said that Captain Sigsbee was the last man to abandon the sinking ship, and he remained alongside the wreck as long as it was possible to do anything in the way of rescue.

Captain Sigsbee, interviewed this evening by the correspondent of the Associated Press with reference to the cause of the explosion, said:

"I cannot yet determine the cause, but competent investigators will decide whether the explosion was produced from an interior or exterior cause. I cannot say anything until after such an investigation has been made. I will not, and cannot, conscientiously anticipate the decision, nor do I wish to make any unjust estimate of the reason for the disaster."

An Officer's Statement.

Another officer said: "I was sitting with two more officers in the mess room when a heavy explosion occurred. It was so heavy that we understood the ship would be lost, and we went on the upper deck, and found she had been badly wrecked by an explosion; that she was on fire and sinking. All efforts were then directed towards lowering the boats and saving lives, but the Maine settled quickly on the bottom of the harbor, only her upper works remaining above water.

"A number of boats from the Spanish warship Alfonso XII. and boats from the Ward Line steamer City of Washington came alongside and rendered assistance. Twenty-four men, slightly wounded, were carried on board the City of Washington and the rest of the wounded on board the Alfonso XII. After receiving assistance from the naval doctors they were sent to the military hospitals."

A Second Terrible Explosion.

At 2 o'clock in the morning, while the correspondent of the Associated Press was going ashore, there was another terrible explosion. At that time boats from the Spanish steamers Colon and Mexico were taking eight wounded men ashore, after having saved them from the water.

Expressions of Regret.

Senor Du Bosc, the Spanish Charge d'Affaires, called at the State Department to express his profound regret, and the entire Spanish staff left their cards at the Navy Department as a mark of personal condolence. At all of the foreign establishments there was the deepest interest and solicitude over the affair, and the day Ambassador Cambon of France, Sir Julian Pauncefote of the British Embassy and other foreign representatives called on the President or at the State Department to express their regrets.

GOVERNMENT IS NERVOUS.

The Farmer's Sun of to-day will say: The feeling that it is time for a change is no doubt telling against the Government, perhaps not less than poverty of men is telling against the Opposition. Resentment at repudiation of election pledges by the Liberals at Ottawa is not unlikely to turn some votes here. The votes of men interested in education may be turned by the stand which the Minister is taking against any reform in his department. If the Government is defeated it would have, in some measure, to thank Mr. Bertram and Mr. Ross. Both parties, of course, profess to be in the swing of victory. But the Government is nervous, and it is impossible that the Opposition can feel secure.

HAUNTED.

DR. FRASER DIED SUDDENLY.

A Prominent and Respected Physician of Orangeville a Victim of Heart Failure.

Orangeville, Ont., Feb. 16.—Dr. H. D. Fraser of this place died suddenly this evening of heart failure. He was in good health up to the time of his death, but had been overworked for some weeks. He lay down to rest before supper, and when they went to call him he was dead. He was a prominent member of the Masonic Lodge here. He was 40 years of age, and leaves a widow and three children.

Toronto Orchestra at Massey Hall to-night.

Something new—Lucky Strike Chewing Tobacco. High grade, popular price. Try it.

Fetherstonhaugh & Co., patent solicitors and experts, Bank Commerce Building, Toronto.

One Million Envelopes.

The 50c line are all sold. We are now selling a line at 60c per thousand which are well worth the extra price. Blight Bros., 81 Yonge-street, next door to World Office.

Cook's Turkish Baths, 204 King West. Ladies 75c; gents day 75c, evening 50c.

Grand & Toy's Snaps.

Why pay long prices for Letter Books, when you can get a first-class 1000 pp. book from us for $1? Just think of it—$1! Grand & Toy, stationers and printers, Wellington and Jordan-streets, Toronto.

Smoke the old reliable "Tonka Mixture," cool, lasting and sweet

TO CURE A COLD IN ONE DAY.

Take Laxative Bromo Quinine Tablets. All Druggists refund the money if it fails to cure. 25c.

National Club's at Home.

Extra cars will be run this evening in order to accommodate the people attending the National Club At Home. Timetables will be placed in the club, and the cars on Belt Line and Yonge-street will stop at corner of King and Bay-streets.

Invalids

Drink the famous "Manitou" Mineral Water, the best health-giving water in the world. Swan Bros., 162 and 164 King-street east. Send for circulars.

Toronto Orchestra and the blind Paderewski at Massey Hall to-night.

A Celebrated Coal.

Everybody in the city cannot use the coal sold by John Kent & Co., because they couldn't get enough of it to supply everybody. But everybody in the city should try and get some of this celebrated coal; it's good value and the same price as ordinary coal. Order a day ahead. Office 65 Yonge-street, opposite Webb's, below King-street.

Hear the Toronto Orchestra to-night at Massey Hall.

Lakeview Hotel.

Parties looking for winter accommodation should not overlook the Lakeview, corner Winchester and Parliament-streets. Special terms to weekly boarders. Dinner 6 to 8 p.m. 246

Cook's Turkish Baths, 204 King W. Open all night. Bath and bed $1.

Young's Art Emporium

Carries all the newest and choicest grades of pictures with a variety of framing second to none in the city; 498 Yonge-street. 246

When suffering from toothache try Gibbons' Toothache Gum. Sold by Druggists. Price 10c.

MILLIONS OF DOLLARS FOR MONTREAL.

That Is, if Hon. J. Israel Tarte Is Able to Carry Out His Ideas.

The Minister of Public Works Proposes to Have a $3,000,000 Item in the Estimates for the Big City if He Can Work It—Senators Drummond and Forget With the Government on the Yukon Deal.

Montreal, Feb. 16.—(Special.)—Three million dollars for Montreal at one swoop is what Hon. Mr. Tarte is now busying himself about. It was stated here to-day that the Minister of Public Works is making a great effort to have three million placed in the present year's estimates, instead of the Montreal harbor improvements.

Retrenchment Petitions.

The petitions being sent out by The Huntingdon Gleaner asking the Federal Government for a retrenchment policy are already largely signed. It is also said that Mr. Scriver, M.P., is not a stranger to the movement.

Surprises in store.

There may be a good many surprises on both sides of the House before the Yukon bill gets through the Senate. Your correspondent learns this evening that Hon. George Drummond, one of the pillars of the Conservative party in this province, will probably be amongst the Opposition members of the Upper House who may see fit to give the Mann-McKenzie contract a helping hand. Hon. L. J. Forget will be another Conservative Senator who will support the Ministerial measure.

For Five and a Quarter.

You should not shiver around those cold rooms. If you do, it will mean sickness. There is a remedy—pure coal, quality better than ever; satisfaction guaranteed or money refunded. Give us a trial during this cold snap. It will warm that house up as no other coal will; five offices. Telephone us. People's Coal Co.

STILL ANOTHER HORROR.

French Line Steamer Wrecked on One of the Canary Islands and Eighty-Seven Lives Lost.

Teneriffe, Canary Island, Feb. 16.—The Compagnie Generale Trans-Atlantique Line steamer Flachet, bound from Marseilles for Colon, was totally wrecked on Anaga Point, this Island, at 1 o'clock this morning. Her captain, second officer, 11 of her crew and one passenger were saved. Thirty-eight of the crew and 49 passengers were lost.

CAMPAIGN NOTES.

To-morrow night will be marked by a joint Foy-Marter meeting, to be held at Broadway Hall, 450 Spadina-avenue. The meeting is intended for both the North and South Toronto electorate. Mr. A. R. Boswell will preside, and the following are expected to speak: G. F. Marter, J. J. Foy, Q.C., Dr. G. S. Ryerson, E. F. Clarke, M.P., T. D. Craig, M.P., M. Vokes and other prominent Liberal-Conservatives.

* * *

The supplementary sittings of the Manhood Suffrage Registrars were held yesterday, but very few names came before them.

* * *

The appeal session of the Boards of Registrars will be held in Judge's Chambers on Saturday.

* * *

The annual meeting of the St. Paul's Ward Liberal-Conservative Association will be held in Jackson Hall, corner Yonge and Bloor-streets to-morrow at 8 p.m. Mayor Shaw, president of the association, will be present, and arrangements will be made by the organization for booming Mr. Marter's campaign in the North.

Port Hope Wants That Industry.

Port Hope will fight against the proposal to rob it of its oiled clothing industry. The Town Council has delegated to the Manufacturers' Committee the duty of bringing influence to remain if possible the Henderson factory. As a last resort an injunction to prevent its removal, grounded on the claim of the corporation that the agreement with the firm bound them to remain 10 years, will be applied for.

The blind Paderewski at Massey Hall to-night.

For Social Events.

For banquets and dinners there is nothing nicer than a box of Muller's imported Havanas and a few hundred of Savory's famous cigarets. For a real dainty smoke there is nothing that can surpass or yet compare with the Savory cigaret. Muller's—the only place you can get them. Try a box to-day at noon.

Ask your grocer for "Salada" Ceylon Tea.

"Salada" Ceylon Tea is healthful.

Mr. Gladstone Starts for Home.

Cannes, Feb. 16.—Mr. Gladstone started for England to-day.

Have you tried Monsoon?

Ask for the Rossin Collar, all heights in stock, at Varcoe's, 131 King W.

Pember's Vapor, Russian and Turkish Baths, 127 and 129 Yonge.

Monuments.

Don't waste money on soft stone monuments, which will only last a few years. Buy only granite. The McIntosh Granite and Marble Company, Limited, office and showroom 524 Yonge-street.

Telephone 2682, E. Harber & Co., 34 Front street W., for up-to-date printing, quick and neat. Popular prices. 246

Massey Hall to-night, the blind Paderewski.

DEATHS.

COLEMAN—On Feb. 16, at his residence, Logan-avenue, north of Danforth-road, John Coleman, aged 42 years.

Funeral leaves the above address at 9 o'clock Friday morning for Thornhill. Friends and acquaintances please accept this intimation.

DAVIDSON—At Sunnyside, Guelph, on Feb. 16, Charles Davidson, within seven days of his 82nd year.

Funeral from his late residence, Queen-street, on Friday. Service for the family at 2.30 p.m. and funeral to St. Andrew's Church at 3.15. No flowers. Friends and acquaintances respectfully invited to attend.

RUSSILL—On Feb 15, at her late residence, Bracebridge, Muskoka, Ann Russill, beloved wife of John Russill and mother of the late John T. Russill.

RUSSILL—On Feb. 16, at his late residence, 150 Jarvis-street, John T. Russill, aged 56 years.

Notice of funeral later.

SUTHERLAND—At her late residence, 276 Jarvis-street, on Tuesday, Feb. 15, 1898, Margaret, beloved wife of John Sutherland, late of Halifax, in her 48th year.

Funeral at 6.45 a.m. Friday, to Union Station. Interment at London. Service at 6.30.

Don't miss the blind pianist and Toronto Orchestra at Massey Hall to-night.

To-night at Massey Hall, Nutini, the blind Paderewski.

A Fall of the Beautiful.

Minimum and maximum temperatures: Esquimalt, 32—42; Kamloops, 30—40; Calgary, 8 below—4 below; Qu'Appelle, 30 below—2; Winnipeg, 20 below—2; Port Arthur, 24 below—2 below; Parry Sound, 16 below—6; Toronto, 4—10; Ottawa, 2—8; Montreal, 10—12; Quebec, 12—22; Halifax, 26—40.

PROBS: Fresh or strong easterly winds, rising temperature, with a fall of snow setting in at most places.

A choice assortment of Colored Shirts just received at Varcoe's, Rossin Block.

Steamship Movements.

Feb. 16.	At	From
Majestic	New York	Liverpool
Havel	Southampton	New York
Teutonic	Queenstown	New York
Weimar	Bremen	New York

FORTY PERSONS WENT DOWN TO DEATH.

The Steamer Clara Nevada Was Lost Surely Enough.

Was Seen to be Struggling With the Waves, Then Took Fire and Disappeared Beneath the Water—Twenty-five Passengers and a Crew of Fifteen Were Lost—Mann Secures a Boat.

Victoria, B.C., Feb. 16.—The steamer Islander brought details yesterday of the foundering of the steamer Clara Nevada, opposite Seaward City, in Bernar's Bay. An eye-witness says he was standing on the beach and saw the steamer struggling against the waves. Suddenly there was a flash and the steamer burst into flames, going down a few seconds later. She had 25 passengers and a crew of 15. The Rustler of Juneau is searching for possible survivors.

MANN HAS GOT A BOAT.

Steamer Chartered to Carry His Men and Supplies to the North—Yukon Trade Booming.

Vancouver, Feb. 16.—To-day Messrs. Mann and McKenzie of the prospective Stikine Railway succeeded in chartering the steamer Joan, which was taken off the Island-mainland route owing to the big bonus offered by Mr. Mann, and placed at that gentleman's disposal. The Transfer, another big steamer, being rushed to completion at New Westminster, will also be placed at his disposal. The Transfer will hold 2000 men and freight. The men and supplies will be rushed through to Stikine Island, United States Territory at the mouth of the Stikine River. It is evident, however, that to avert possible trouble by the Americans, the first consignment will go from Seattle in American bottoms.

Mr. Mann is out of town. It is said he is in Seattle. Minutes mean money, and months mean millions. Mr. Mann has men stationed in Seattle, Victoria and Vancouver, and he is keeping the wires hot between Washington, Ottawa and the three coast points.

In the meantime the Yukon trade is growing and expanding in Vancouver and Victoria. Night shifts have been put on in the stores, the telegraph companies have doubled their staff, and the coal mines of Vancouver Island are turning out 2500 tons a day to supply the Yukon steamers. The boom is on.

IS CANADA TO BLAME?

London Daily Mail Says If There is Any Friction This Country is at Fault.

London, Feb. 16.—(Telegram Cable.)—The Daily Mail to-day, discussing in an editorial the relations between the United States and Canada, brought about by the latter's attempted legislation in connection with the so-called all-Canadian route to the Yukon district, places the responsibility for any friction that may exist upon the Dominion.

POLICY HOLDERS ARE INDIGNANT.

How the Mutual Reserve Fund Life Association Assessments Have Been Increased—A Few Examples.

Some two weeks ago the Toronto members of the Mutual Reserve Fund Life Association of New York, were notified of a large increase in their bi-monthly assessments. The increase, which averaged all the way from 25 per cent. to 75 per cent., came very unexpectedly. There has been a great deal of indignation among the policyholders. The office of the company during the past two weeks has been besieged by angry individuals, who are demanding an explanation for what they consider an outrageous increase in their rates. The result has been that many members have decided not to pay their assessments, thinking it more to their interests to allow their policies to lapse than to keep them going. It is those who are getting on in years whose premiums have been subjected to the largest increase.

A Couple of Examples.

One elderly gentleman complains that he has now had a second rise in his assessment in the short space of two years. For some years after joining, his certificate cost him $235 per annum, then it rose to $348, and now he is mulcted in $411.20 for the year 1898. He naturally wants to know where the end of this thing is to be.

Another individual joined the association in 1887 for $5000 at the age of 56, and paid only $105 a year apart from $15 for expenses. Two years ago he had this $105 raised on him to $158.40, and he is now blessed with calls for $360.90.

Kicking in the West.

The policyholders of the Mutual Reserve in different cities of the States have held meetings to discuss their position. To show that the indignation is not confined to policyholders of Toronto we quote the following despatch which appeared in yesterday's papers:

"Denver, Feb. 15.—The mortuary assessments against the policyholders of the Mutual Reserve Fund Life Association of New York have been increased so much in the last few months that Colorado policyholders are enraged. Last night an indignation meeting was held, at which those interested protested against the policy of the company. Many of the Colorado pioneers are insured in the association. About $400,000 worth of policies in this State are involved."

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