Healthy Exercse

The most healthy exercise one can get is that of going to the bank often to deposit savings. It is helpful to the mind as well as to the body, as it makes the prospects of the future brighter.

This bank encourages deposits as small as $1, and pays 3 per cent semi-annually.

Open an account with us and let us help you.

DOMINION SAVINGS AND INVESTMENT SOCIETY

MASONIC TEMPLE - LONDON

Hogs are dear, and C. P. C. meats cheap in comparison. Unexcelled for quality. THE CANADA PACKING CO. Stores, Richmond St. and Market Square.

LOCAL MARKET.

London, Thursday, March 15.

Notwithstand the nasty biting wind, making it unpleasant for the farmers to come to the market, there was a quite a large crowd in attendance. Trade was quite lively, as the farmers were willing to sell and the buyers were anxious to purchase. On the whole the market was a satisfactory one, except to those who had hay to sell; the market has been over-supplied in this line.

Grain—There were fully 20 loads of oats offered today; sales were brisk, at $1 04 to $1 06 per cwt. Barley sold at 95c per cwt. Several loads of wheat sold at 77c per bu.

Hay and Straw—There were 40 loads of hay on the stand; sales were very slow in the early part of the market, but later on trade was brisk, and all the loads were sold except half a dozen of inferior quality. Straw was in fair demand, at $5 50 per ton, or $3 to $3 50 per load.

Butter and Eggs—Butter sold exceeding well; there was a not a great deal offered; sales were made at 25c for pound rolls, and 24c for crocks. Eggs sold quickly at 14c to 16c per dozen, mostly at 15c.

Vegetables and Roots—Potatoes sold fairly well at 75c to 85c per bag; lettuce, radishes and green onions sold well at 35c to 40c per dozen; rhubarb was scarce, at $1 per dozen.

Poultry—There was the smallest supply on the market today for a long time—not enough offered to change prices; there should be a good demand at Saturday's market.

Dressed Hogs—There was a good demand and prices were a trifle firmer, at $8 75 to $9 25 per cwt, mostly at $9.

Butchers' Meats—Business was quite brisk in this line; while prices were firm, there was no change in quotations.

Apples—There were not many offered; Tuesday's prices ruled.

Maple Syrup—There was only a couple of lots offered; sales were made at $1 25 per gallon.

Oats	$1 05	@	$1 07
Wheat	1 27	@	1 27

GRAIN, PER BUSHEL.

Oats	35 7-10	@	36¾
Wheat	77	@	77
Corn	95	@	1 10
Peas	1 00	@	1 10
Barley	90	@	1 00
Buckwheat	1 00	@	1 00

DAIRY PRODUCE.

Eggs, per doz., wholesale	14½	@	16
Eggs, per doz., retail	16	@	17
Butter, crocks, per lb	23	@	24
Butter, rolls, wholesale	24	@	26
Honey, comb, per doz	1 50	@	1 75
Honey, strained, per lb	9	@	10

MEATS.

Dressed hogs, per cwt	8 75	@	9 25
Beef, per cwt	5 00	@	7 00
Veal, per cwt	8 50	@	9 50
Lamb, per cwt	12 00	@	13 00
Mutton, per cwt	8 00	@	10 00
Pork, hindquarters, per lb.	11	@	11
York, forequarters, per lb.	10	@	10

FARM PRODUCE.

Hay, per ton	7 00	@	8 00
Straw, per ton	5 00	@	5 50
Straw, per load	3 00	@	3 50

VEGETABLES.

Potatoes, per bag	80	@	85
Cabbages, per doz	25	@	40
Turnips, per bag	25	@	25
Onions, per bu	75	@	80
Carrots, per bu	20	@	25
Parsnips, per bu	25	@	30
Celery, per doz	50	@	40
Lettuce, per doz	30	@	40
Radishes, per doz	30	@	40
Rhubarb, per doz	75	@	50
Green onions, per doz	35	@	40

LIVE STOCK.

Hogs, per cwt	6 75	@	6 75
Sows, per cwt	4 00	@	4 00
Stags, per cwt	1 50	@	2 00
Export cattle, per cwt	4 25	@	4 50
Milch cows, each	40 00	@	50 00

HIDES AND SKINS.

Wool, washed, per lb	25	@	26
Wool, unwashed, per lb	15	@	17
Hides, No. 1, per lb	8½	@	8½
Hides, No. 2, per lb	7½	@	7½
Hides, No. 3, per lb	6½	@	6½
Calfskins, No. 1, per lb	12	@	12
Calfskins, No. 2, per lb	10	@	10
Tallow, rendered, per lb	4	@	4
Tallow, rough, per lb	2¼	@	2¼

POULTRY, DRESSED.

Chickens, per pair	70	@	1 00
Hens, per lb	7	@	8
Hens, per pair	60	@	75
Ducks, per pair	90	@	1 10
Ducks, per lb	10	@	11
Geese, each	75	@	1 10

FRUITS.

Apples, per bag	70	@	1 20
Apples, per bbl	2 50	@	3 50

POULTRY, ALIVE.

Chickens, per pair	45	@	60
Chickens, per lb	7½	@	8
Hens, per pair	50	@	60
Hens, per lb	5	@	5½
Ducks, per lb	7	@	7½
Turkeys, per lb	12	@	13

T. A. FAULDS

PROVISION MERCHANT.

New-laid eggs, 16c dozen; choice large roll butter, 25c pound; second quality, large rolls, 22c pound; Kerwood cheese, old and new, 15c pound.

PHONE 151. 76 MARKET HOUSE.

DAIRY MARKETS.

CHICAGO.

Chicago, Ill., March 14.—Butter—Steady; creameries, 19c to 26c; dairies, 15c to 25c. Cheese—Steady, 13½c to 14c.

NEW YORK.

New York, March 14.—Butter—Steady and unchanged; receipts, 7,012 packages. Cheese—Firm and unchanged; receipts, 3,423 boxes.

SUGAR.

NEW YORK.

New York, March 13.—Sugar—Raw firm; centrifugal, 3½c to 3 17-32c; molasses sugar steady; refined firm. Molasses—Steady.

LONDON.

London, March 14.—Raw sugar—Nominal; centrifugal, 9s 3d; Muscovado, 8s 3d; beet sugar, March, 9s 3½d.

TORONTO.

Toronto, March 14.—Sugar—A very firm appearance is presented by the sugar markets. Raws and beets are advancing in Europe, and there has been a resulting decidedly firmer tone. The market has also been more active, and heavy buying has cleaned up reduced stocks. Local quotations are unchanged, as follows: Extra granulated, $4 18; Acadia, $4 18; yellow, $3 88; bags, 5c less; Ontario, $4 08; bags, 10c less.

C. N. SPENCER,

STOCK BROKER.

Stocks, Bonds, Grain and Provisions bought and sold for cash or on margins. Phone 180. Office, Market Lane.

OIL MARKETS.

PITTSBURG.

Pittsburg, Pa., March 14.—Oil opened and closed at $1 58.

OIL CITY.

Oil City, Pa., March 14.—Credit balances, $1 58; shipments, 75,355 barrels.

LONDON.

London, March 14.—Petroleum, American refined, 6 1-16d; spirits, 8d.

ANTWERP.

Antwerp, March 14.—Petroleum, 19 francs 50 centimes.

PRODUCE MARKETS.

TORONTO.

Toronto, March 15.—Wheat—Ontario, No. 2c, 76c asked, mixed, 76c asked, 75c bid; goose, 74c asked; Manitoba, No. 1 northern, 86c bid, en route, North Bay, and 86c asked on track at Point Edward, May shipments.

Barley—No. 2, 50c asked, outside; No. 3 extra, 47c bid, at 78 per cent C. P. R. points.

Oats—No. 2 white, 34c bid and 34½c asked, low freights to New York; 36½c asked in store at Toronto, and 36c bid on track at Toronto.

Corn—49½c asked at Toronto, 46c bid to arrive at Toronto, and 49¼c asked to arrive at Toronto.

Buckwheat—Offered at 50c outside.

Butter—Market steady to firm for choice grades; plenty inferior offering.

Cheese—Firm, at 14c for large and 14½c for twins.

Eggs—Steady; new-laid, 16c; storage, 13c.

LIVE STOCK MARKETS.

OLD COUNTRY PRICES.

London, March 14.—Cattle are quoted at 10¾c to 11½c per lb; refrigerator beef, 7¾c per lb; sheep, dressed, 12½c to 13½c per lb; oambs, 14½c, dressed weight.

TORONTO.

Toronto, March 15.—Trade good, everything sold out early; 83 loads in today, including 1,425 cattle, 450 sheep and lambs, 750 hogs and 115 calves. Quotations:

Export cattle, choice, cwt	$4 75	@	$5 00
Export cattle, medium	4 40	@	4 75
Export bulls	3 75	@	4 00
Export bulls, light	3 25	@	3 50
Export cows	3 50	@	4 00
Butchers' cattle, choice	4 25	@	4 40
Butchers' cattle, medium	4 00	@	4 25
Butchers' cows	3 00	@	3 50
Butchers' bulls	3 00	@	3 50
Canners	1 25	@	1 75
Stockers, choice	3 65	@	3 85
Stockers, common	3 00	@	3 40
Stock bulls	2 00	@	2 25
Feeders, heavy	3 65	@	4 00
Feeders, short-keep	4 25	@	4 75
Milch cows, choice, each	40 00	@	50 00
Milch cows, common, each	25 00	@	40 00
Springers, each	25 00	@	40 00
Export ewes, cwt	4 75	@	5 25
Export bucks	3 50	@	4 50
Lambs, grain-fed	6 75	@	7 25
Lambs, mixed	5 50	@	6 50
Calves, cwt	3 50	@	6 50

HAY MARKET.

TORONTO.

Toronto, March 14.—Baled Hay—The market is dull and still affected by the heavy deliveries of loose; quotations are unchanged, at $8 per ton for No. 1 timothy on track here, and $5 50 to $6 for No. 2.

Baled Straw—The demand is limited and the market is quoted unchanged, at $5 50 to $6 per ton for car lots on track here.

STOCK MARKETS.

MONTREAL.

Montreal, March 14.	Morning. Ask.	Morning. Bid.	Afternoon. Ask.	Afternoon. Bid.
Canadian Pacific	170⅝	170¼	170	169⅞
Minn. & St. Paul	153	151	153	150¾
Montreal Railway	271	270	271½	270
Toronto Railway	124¾	124⅝	124½	124
Twin City	118	117	118	117
Detroit Railway	100	99¾	100	99½
Halifax Railway	104	101½	105	101
Toledo Railway	35	34½	35	34¼
St. John Railway	..	..	114	108
Winnipeg Railway	..	..	190	..
West India Railway	..	..	..	50
R. & O. Navigation	84½	83¾	84½	83
Montreal Power	94¾	94½	95	94¼
Dom. Steel, com	31⅝	31½	32	31¼
Dom. Steel, pfd	80½	80⅜	81	80¼
Dom. Coal, com	79½	78⅝	79¼	78
Intercol. Coal, com	..	..	86	80
Illinois, pfd	99¾	99½	99½	99¼
Montreal Steel	..	..	115	..
N. S. Steel, com	65½	65¾	65¾	65
N. S. Steel, pfd	..	..	120	118
Montreal Telegraph	170	165	170	..
Bell Telephone	..	..	157	..
Ogilvie, pfd	130	126	130	126
Mackay, com	60½	59½	60½	59½
Mackay, pfd	75	74	75	74
Woods, pfd	114	..	112½	110
Woods, com	..	96	100	95
Laurentide Paper	..	..	100	90
Laur. Paper, pfd	113	109	113	109
Trinidad Electric	..	..	92½	..
Mexican Stock	67	66¼	68	..
Ohio Traction	..	31⅞	..	31¼
Colored Cotton	..	44	50	44
Montreal Cotton	128½	124	128½	124
Dom. Textile, pfd	109	108⅝	109	107
Bank of Montreal	258	257	258	257
Sovereign Bank	155¼	155	155¼	155
Bank B. N. A.	..	140	..	140
Molsons Bank	230	228½	..	228½
Bank of Toronto	248¼	245	248¼	245
Merchants' Bank	168	165½	168	165½
Royal Bank	225	220	225	220
Bank Nova Scotia	281	268½	281	268½
Union Bank	150	149¼	150	149¼
Bank of Commerce	180¼	180	..	180¼
Imperial Bank	..	244	..	244
Hochelaga Bank	155	154	155	154
Bank of Ottawa	..	227	..	227
Havana, com	37	35½	37	35
Havana, pfd	85	80	85	80
Textile bonds, A	99	96½	99	96½
Textile bonds, B	100	96½	100	96½
Textile bonds, C	98	96½	98	96½
Mont. Power, bonds	103	101	103	101
Mexican Electric	82	81	82	81
Mexican Power	86	85½	86	85¼
Col. Cotton, bonds	100⅛	95	100⅛	95
Laur. Paper, bonds	..	112	..	112
Winnipeg Elec., bds	..	108	..	108
Dom. Steel, bonds	84	84	85	84
Montreal Ry., bonds	..	104½	..	104½
Woods, bonds	111½	106	111½	106
Havana, bonds	..	..	94¼	93½

Afternoon Sales: Montreal Railway, 75 at 270; Illinois, 200 at 99½; Toronto Railway, 25 at 124½; Power, 51 at 94¾, 100 at 94¼; Woods, preferred, 100 at 112; Sao Paulo, 25 at 145½; Iron, common, 100 at 34¼, 125 at 34⅛; Sovereign Bank, 5 at 155¼; Molsons Bank, 5 at 230; Merchants' Bank, 1 at 165; Bank of Commerce, 1 at 180, 6 at 181¼.

TORONTO.

Toronto, March 14.	Morning. Ask.	Morning. Bid.	Afternoon. Ask.	Afternoon. Bid.
Ontario Bank	144	143½	144	143½
Bank of Toronto	249	..	..	..
Merchants' Bank	..	165½	..	165½
Bank of Commerce	182½	181½	..	181
Imperial Bank	247	246½	249	248¾
Dominion Bank	278½	277½	278	277
Standard Bank	..	222½	..	..
Bank of Hamilton	228¼	228¼	230	229
Bank of Ottawa	..	226	..	226
Traders' Bank	153½	..	154	..
British America	..	87	..	97
Western Assurance	..	97	..	97
Imperial Life	..	149	..	149
National Trust	..	159	..	159
Toronto Gen. Trust	160	159	..	159
Consumers' Gas	..	208	..	208
Ont. & Qu'Appelle	..	100	..	100
Canadian Pacific	..	170	..	169¾
Sovereign Bank	155¼	..	..	..
Molsons Bank	230	..	..	..
Montreal Power	94	..	..	94
Can. Gen. Electric	..	..	159¾	148¾
Bell Telephone	158	..	158	..
R. & O. Navigation	..	82½	..	82½
Niagara Navigation	..	125½	..	125
Northern Nav.	..	89½	90	89½
St. L. & C. Nav.	150	128¼	130	128
Toronto Railway	..	..	124½	124
Twin City	118	117¾	118	117½
Winnipeg Railway	189½	..	189	..
Sao Paulo Tram	145½	144¾	145¼	144¾
Dom. Steel, com	32	31¼	..	..
Dom. Steel, pfd	..	..	..	81
Dom. Coal, com	79	78½	78¾	78⅜
N. S. Steel, com	65	..	66	..
Mackay, com	60	59¾	59⅞	59¾
Mackay, pfd	74½	74¼	74¾	74¼
Mexican Stock	67½	66¾	67	66½
Electrical Dev.	..	60	60	50½
Canada Landed	..	123½	..	..
Canada Permanent	130	..	..	..
Dominion Savings	..	70	..	..
Mexican Power	85½	..	..	..
Mexican, bonds	81½	81¼	..	81
Elec. Dev., bonds	83	92¾	..	..
Hamilton Provident	..	132	..	..
Huron & Erie	188	..	..	..
Imperial L. & I.	70	..	..	..
Landed B. & Loan	122	..	..	..
London & Canada	180	..	..	..
Manitoba Loan	95	..	..	..
Ontario L. & D.	138	..	..	..
Toronto S. & L.	130	..	..	..
Dom. Steel, bonds	..	..	..	84
N. S. Steel, bonds	..	..	..	107
Sao Paulo, bonds	95½	..	..	95½

Afternoon Sales: Imperial Bank, 14 at 247, 10 at 247½, 91 at 248, 10 at 248¼, 10 at 248½, 85 at 248¾; Ontario Bank, 100 at 143¾; Bank of Commerce, 7 at 181½; Bank of Hamilton, 25 at 228¾; Sovereign Bank, 5 at 155; Canadian General Electric, 15 at 150; Mackay, preferred, 5 at 74½; St. Lawrence, 31 at 129½; Toronto Railway, 100 at 124¾; Twin City, 25 at 117⅞; Sao Paulo, 25 at 145; Mexican Stock, 25 at 67; Canada Permanent, 50 at 129.

NEW YORK.

New York, March 14.	Open.	High.	Low.	Close.
Amal. Copper	108¾	109½	107⅝	..
Amer. Locomotive	70¾	70⅞	69¾	70⅝
American Sugar	140⅝	..	139⅝	139¾
American Smelting	161½	161¾	159¾	160⅝
Anaconda	272	274¾	270	270¼
Atchison	94	94½	93⅜	..
Atchison, pfd.	102¾	..	..	..
Baltimore & Ohio	110¾	..	110¼	..
Brooklyn Transit	85¼	86½	84¾	85
C. P. R.	170⅝	..	170⅛	..
Col. Fuel & Iron	65⅞	..	64	64¼
Chesapeake & Ohio	57⅛	57¼	56½	..
Chicago & G. W.	21	21⅛	21	..
C., R. I. & P.	27¼	..	26½	26⅝
C., M. & St. Paul	176⅝	177	176⅛	..
Erie	43⅛	43¼	42½	42⅝
Erie, 1st pfd.	77⅝	77⅞	77	77¾
Illinois Central	170	172½	170	171
Louisville & Nash.	149⅛	150⅞	148⅞	149
Lead	85	..	82¾	83⅛
Manhattan	159¾	..	..	..
Metropolitan	115½	..	114¼	114½
Mexican Central	24⅝	..	24¼	24½
Missouri Pacific	110½	100¾	99½	..
M., K. & T.	35⅞	..	35	..
M., K. & T., pfd.	71½	..	..	..
Norfolk & Western	87⅞	88	87¾	..
N. Y. Central	148	..	147	..
Ontario & Western	51¼	..	50⅝	..
Pennsylvania	138½	138¾	137¾	..
Pacific Mail	44	..	..	..
People's Gas	97¾	..	97	97⅛
Pressed Steel Car	54	..	53	..
Reading	128	129¼	127⅝	127¾
Republic Steel	30⅛	30¼	30	..
Southern Pacific	67¼	67⅞	66¾	66½
Southern Railway	41¼	41⅜	40¾	40½
Southern Ry., pfd.	101¾	..	..	..
Ten. Coal & Iron	151	151½	151	151½
Texas Pacific	24⅞	..	..	..
U. S. Leather	45¼	45⅜	44½	..
U. S. Steel	41¼	41½	40⅞	40½
U. S. Steel, pfd.	106	106¼	105⅜	..
Union Pacific	153½	153⅞	152½	..
Wabash, pfd.	51¾	..	51	..
Western Union Tel.	94	..	93¾	..
Wisconsin Central	26	..	..	..
Wis. Central, pfd.	56½	..	..	..

ENFORCEMENT OF INSURANCE LAWS

Inspector Fitzgerald First to Testify Before Commission at Ottawa.

Ottawa, March 14. — The opening session of the insurance inquiry was held today.

It was decided to first take up the examination of Mr. Fitzgerald, superintendent of insurance, who was questioned by Mr. Tilley. He described the members of the staff of his department, and the duties each performed.

He said that so far as he was concerned he looked after all bills during the session of Parliament that dealt with insurance, and to some extent also with finance. He also gave his attention to the personal examination of companies under the insurance act.

Mr. Blackadar, one of the actuaries, checked the accounts of the companies, and valued the policies every five years. In the latter work Mr. Grant, the other actuary, assisted. Mr. Blackadar also prepared copy for the printer for the annual reports.

Mr. Grant's duties were somewhat similar, thought he took instructions from his senior, and was taking up part of the inspection work. Insurance companies were excluded from the general companies act, there being no special act for their incorporation.

Mr. Fitzgerald then, at Mr. Tilley's request, gave a list of the companies, and the orders which fell under the order-in-council ordering the inquiry. They were: The Canada Life, incorporated in 1847, under the act of the old Province of Canada, changes having since been made by the Dominion Parliament; Federal Life, Continental Life, Crown Life, Dominion Life, Excelsior Life, Great West Life, Home Life, Imperial Life, London Life, Manufacturers' Life, Mutual Life of Canada, National Life, North American Life, Northern Life, Royal Victorian, Sun Life, Union Life, Subsidiary High Court of Ancient Order of Foresters, Woodmen of the World, Independent Order of Foresters, Commercial Travelers' Association and Catholic Mutual Benefit Association. The following foreign companies are also authorized to do business in Canada: Aetna, Commercial Union, Equitable of New York, Germania Life Association (Scotch), Liverpool and London and Globe, London and Lancashire, London Insurance, Metropolitan, Mutual Life, Mutual Reserve, New York Life, North British and Mercantile, Norwich Union, British Empire Provident Savings Life, Royal Insurance, Scottish Provident, Standard, Star, State, Travelers' Union and United States Life.

"There are separate powers for each company, they are not uniform?" asked Mr. Tilley.

"No; powers are somewhat different in all companies," witness replied.

"They are not drawn up on one model?"

"No; we cannot keep a solicitor down without an act." Witness said companies are required to send in returns to the Government, but they might possibly omit to send changes in by-laws, as the Government had no means of knowing there were changes made unless they were sent in.

He believed, however, that the I. O. F., Woodmen of the World and C. M. B. A. were required by a special clause to send in bylaws changes. There were constantly companies trying to do business in the Dominion without a license—companies incorporated in one province extending their business to another province.

CHEAPEST OF ALL MEDICINES.—Considering the curative qualities of Dr. Thomas' Eclectric Oil, it is the cheapest medicine now offered to the public. The dose required in any ailment is small, and a bottle contains many doses. If it were valued at the benefit it confers it could not be purchased for many times the price asked for it, but increased consumption has simplified and cheapened its manufacture

Have you ever noticed that the man who boasts is always waiting for some one to give him a boost?

Coughs, colds, hoarseness, and other throat ailments are quickly relieved by Cresolene tablets, ten cents per box. All druggists.

AN "OFF" DAY IN THE COMMONS

Members Ply the Government With Many Questions.

JUDGES AND DIRECTORATES

No Representations Made Recently to Imperial Government Over Cattle Embargo.

Ottawa, March 14.—This was an "off" day in the Commons and private members had their inning. When the House assembled they were confronted with a bulky order paper, containing 66 questions and 44 motions for returns, indicating that the members of the Opposition had accepted the suggestion of their leader and prepared their requests for information at an early stage of the session. The most important announcements elicited from the Government by the volley of questions were that no recent representations have been made to the Imperial Government in reference to removal of the cattle embargo, that further legislation to render effective the law against judges acting as directors of companies and engaging in business will be introduced, and that the scope of the insurance commission is wide enough to cover fraternal insurance societies.

Wreck on St. Lawrence.

Replying to Mr. R. L. Borden, Hon. Mr. Fisher stated that thirteen wrecks, resulting in loss of ship and cargo, or either, occurred in the River and Gulf of St. Lawrence by stranding and five by collision.

Sir Wilfrid Laurier stated, in reply to Mr. Borden, that temporary loans amounting to £1,400,000 were outstanding on March 1, 1906. This included two amounts, £600,000 bororwed 1st September last at 3 1-8, and £800,000 borrowed on Nov. 3, 1905, to redeem loans falling due at 3 7-8, the average for the two loans being 3.22.

Judges and Directorates.

Hon. Mr. Fitzpatrick, replying to a question by Dr. Sproule, stated that the attention of the Government had been directed to statements in the public press that the statutory provisions prohibiting judges from acting as directors or otherwise engaging in outside business are being disregarded. No complaints had been addressed to the department against any judge, but the Government has under consideration the expediency of introducing further legislation. Mr. Fitzpatrick added that he had not authority under the rules of the House to give an opinion, but if he had an opinion it would be that the judges ought to conform to the law.

Sir Wilfrid Laurier informed Dr. Sproule that the Government have made no representation since Jan. 1, 1906, to the Imperial Government, asking for a repeal of the embargo on Canadian cattle. The Premier further informed Dr. Sproule that the question of preventing or controlling by legislative enactment the advertisement and sale of patent medicines containing dangerous or harmful ingredients, was under consideration.

Hon. Mr. Emmerson, in the absence of Sir Frederick Borden, informed Col. Sam Hughes that the Dominion Government has not yet taken over the defense of Esquimalt, but was paying the full cost of maintaining it for the current year. It is not proposed to increase or diminish the force there, and no expenditure for armament is necessary. With regard to Halifax, the Dominion has taken over the defense at that port, and the Canadian force there is composed of 47 officers and 1,117 non-commissioned officers and men, of whom 149 were taken over from the imperial garrison. The annual cost will be approximately $800,000. There is no intention to increase or diminish the force or to spend any money in armament.

Auditors' Report.

Auditor-General Fraser, in his first report, presented to the House tonight, suggests that the public accounts committee examine and report for his guidance what amount of information should be given in future reports to meet the requirements of Parliament. He is satisfied if this be done the bulk of the report can be made without destroying its usefulness. Among the treasury board overrulings is one of Feb. 11, 1905, overruling the objection of the former auditor-general to the payment to M. P. Davis of 15 per cent of materials and cost of plant of Cornwall Canal. Mr. Macdougall allowed a percentage on labor, but refused it on materials. The department of railways and canals reported that they had arranged to allow Mr. Davis 15 per cent as contractor's profit. The overrulings reported by the Auditor-General are much fewer than usual, numbering six all told.

WHILE MORE PREVALENT in winter, when sudden changes in the weather try the strongest constitutions, colds and coughs and ailments of the throat may come in any season. At the first sight of derangement use Bickle's Anti-Consumptive Syrup. Instant relief will be experienced, and use of the medicine until the cold disappears will protect the lungs from attack. For anyone with throat or chest weakness it cannot be surpassed.

A well-supported movement is on foot to erect a handsome monument to Joe Grimaldi, the clown, who died in 1837, and whose tombstone in the graveyard of St. James', Pentonville, London, is in a dilapidated condition. Grimaldi was the originator of the clown's slogain, "Here we are again!"

The first Jewish services ever held in a rule the imaginative poet is one who imagines he can exchange his poetry for real money.

USEFUL AT ALL TIMES.—In winter and in summer Parmelee's Vegetable Pills will cope with and overcome any irregularities of the digestive organs which change of diet, change of residence, or variation of temperature may bring about. They should be always kept at hand, and once their beneficial action becomes known, no one will be without them. There is nothing nauseating in their structure, and the most delicate can use them confidently.

BIG SHIP LOST OFF SABLE ISLAND

(Continued from Page One.)

could make an attempt to reach the foundering freighter.

Then darkness fell and the British King, then water-logged and helpless, plunged down, bow first, and disappeared. It is expected that the Mannheim will reach New York tomorrow or the next day. Until that time the names of the men who were lost cannot be learned. The Mannheim saved one third officer and ten men. The British King went down in a latitude 41.40 north and longitude 60.11 west, or about 450 miles east of Boston light and 150 to the south of Sable Island.

The Bostonian and the Mannheim stood by the scene of the wreck until Monday morning, but no bodies were recovered. The British King sailed from New York last Wednesday, bound for Antwerp, with a miscellaneous cargo and 150 head of cattle. The passage was uneventful until Friday morning, when the ship was struck by a strong northwesterly wind, which developed into a hurricane. On Friday, in the height of the tempest, the deckload of oil barrels and all deck fittings were carried overboard.

Wreckage Crushed Plates.

The barrels and wreckage, forming into a powerful ram, were driven down upon the steamer's sides with crushing force, opening up her plates and allowing the water to pour into her holds. The extent of the leak was unt understood until the following day, when, although all hands were placed at the pumps, the water gained considerably, extinguishing the fires, rendering the engines useless. The rudder had held for a time enabling Capt. O'Hagen to steady his ship, but soon this, too, was swept off. The seamen suffered constantly from exposure, from lack of sleep, from hunger, and from bruises and injuries received by being tossed forward and backward on the vessel's deck.

By Saturday the British King had settled noticeably in the water, and Capt. O'Hagen himself went into the held and strove to repair the most damaged section. While doing this a barrel of oil fractured one of his legs in two places. In spite of this injury and two internal hurts caused by his fall, Capt. O'Hagen refused to be carried to his cabin. He ordered that his leg be bound up, and then resumed command and directed the efforts which were being made to plug up the hole in the ship's side. The water gained continually, and by Saturday night all hands were forced to take refuge on the main deck.

The cattle were swept overboard gradually by the sea and rowned.

Signaled for Help.

At 6 o'clock Sunday morning Capt. O'Hagen sighted the Mannheim, and shortly afterward the Bostonian. While preparing to lower the boats, the Mannheim signaled to the Bostonian that the British King was in distress, and Captain Perry of the Bostonian immediately changed his course and ran down as close as safety would permit. The British King signaled that she was water-logged and would have to be abandoned. At 8 o'clock she sent another signal which read—"Do not abandon me."

Previous to this, every small boat from the British King had been demolished. The half hundred or more men of the wrecked steamer were in plain view of those on board the Bostonian and the Mannheim, who could, however, do nothing at that time in the way of rescue, since it would have been suicide to launch a boat in the heavy sea. At 1:40 p.m., the British King signaled—"Help us, we are sinking." A slight moderation of the water permitted the Mannheim to lower a boat in charge of a volunteer crew, which, after a most perilous row to the British King, rescued 11 of the latter's crew. Some of the freighter's men jumped into the water and were pulled out by the volunteer crew. Sailors of the Bostonian vied with each other for the honor of sitting in the lifeboat, and were not deterred when the first boat was dashed to pieces against the steamer's stern. First officer William Brown and the six seamen with him were left struggling in the water, but were rescued by means of lines thrown from the ship. A great cheer went up from the Bostonian when at 4 o'clock the starboard lifeboat put out in charge of second officer Cromwell and manned by the steward and four sailors. They took off 13 men, including Captain O'Hagen, who was tenderly, but hastily lowered by his men by means of a line from the stern, and returned to the Bostonian, when the rescued seamen were placed on board.

Volunteers Swept Away.

But before the life-savers could climb to the deck a quick-forming sea hurled the frail craft against the side of the steamer, smashing the small boat, and the water receding carried the volunteers some hundred feet distant from their ship. Cheering cries reached them to cling to the wreckage, while the Bostonian started, and the ship maneuvered to a point near the struggling seamen. Again the lines were used with skill and success, for all the volunteers were hoisted to the ship, although Officer Cromwell was almost drowned. Weakened from exhaustion, he lost hold upon the life-line, and for a second time he was plunged into the sea. He reappeared on the surface, however, and grasped the second line, which he wound twice around his body, and by which he was drawn up to his ship. Captain Perry deemed it imprudent to send another boat to the wreck, as darkness was setting in, and decided to wait until the moon arose before continuing the work of rescue. About 11 o'clock, when the gale was running with apparently reinforced velocity the British King was seen to stagger in the trough of the sea, and with her bow pointed down passed from sight. There remained floating a mass of wreckage and half-hundred cattle, which escaped from the suction of the steamer's descent, and were swimming helplessly about. The Mannheim and the Bostonian steamed to the point where the ship had foundered, and it had just been decided that all left on board had perished, when a feeble cry from the darkness told them some at least had not been drowned. Half an hour later, Captain Parry, of the Bostonian, located a small section of the cattle deck, to which five men were clinging. These were Second Officer Fanigan, Chief Engineer Crawford, Adolphus Beck, fourth engineer, and two cattlemen. They had been carried down with the steamer, but after coming to the surface had, after mighty efforts, succeeded in swimming beyond the whirlpool, and finding a temporary refuge upon a slender bit of wreckage.

Captain Succumbs.

All night and until 7:30 a.m., on Monday, both the Mannheim and Bostonian stood by searching for bodies, and, then concluding that all had been done in the way of rescue, both ships resumed their passages. Yesterday after terrible suffering Captain O'Hagen succumbed to his injuries, and his end is laid to his persist