

NOTABLE ADDRESS OF PRESIDENT GAGE

Before the Ontario Associated Boards of Trade.

Development of Northern Ontario Work Needed.

Transportation Immigration, Canals, Dealt With.

Toronto report: Notable emphasis upon the importance of earnest attention to the question of developing the hinterland of Ontario characterized the address of President W. J. Gage, of the Ontario Associated Boards of Trade before over one hundred members of that body yesterday afternoon in the Council chamber of the City Hall at the opening of their annual convention. Another feature of his remarks was the Province-wide and nation-wide range of the subjects dealt with, for, besides treating the New Ontario development problem comprehensively, Mr. Gage also spoke of the enlargement of the Welland canal, advocated more rigid regulation of immigration, indicated the cause and possible solution of the high cost of living, pointed out the necessity for closer attention to the regulation and encouragement of Canada's water-borne traffic, and complimented the Provincial and Federal Governments of their recent moves toward providing better roads in the country.

Enlargement of the Welland Canal was the first matter dealt with in the President's address. He disposed of this subject briefly, saying: "You will be pleased to learn that the sum of \$50,000 appears in the estimates now before Parliament to carry on the work of the preliminary survey for this much-needed undertaking."

"The announcement made last week by the Premier," said Mr. Gage, turning to the Northern Ontario question, "that the Provincial Government would expend some five million dollars in the development of the northern and western portions of this Province, has, I am sure, given the greatest satisfaction throughout Ontario. The day for measuring up the excellence of a Government by the surplus it annually piles up is long past. Those of us who are in business, as either manufacturer or merchant, find that to keep pace with competition and the extraordinary development going on around us we are forced not only to reduce the price of each year (if we have any), but to frequently borrow largely to meet new competition and to provide for trade expansion and new conditions."

"Thirty years ago, Mr. Gage said, entirely different conditions existed in the settlement of Canada. The great West was practically unknown. To-day New Ontario was competing with Western Canada for the land cleared; in Western Ontario it was timbered, and the clearing of the land did not appeal to the settler. In Western Canada the railroads owned large blocks of land, and were interested in attracting immigrants there; in New Ontario the Government owned the land and must advertise and make it known. In Western Canada the settlers could have a fairly good road over the trail; in Ontario good roads were essential."

Then Mr. Gage made the following suggestion as a possible solution of the difficulties in New Ontario: "Could not," he asked, "our Government with advantage and safety attempt the plan so successfully tried out by the C. P. R. in offering to settlers a number of ready-made or semi-ready farms, farms with a small house on each for the settler, and five or ten acres of land cleared, making these improvements a charge against the land?"

After showing how successful the C. P. R. had been in Alberta and British Columbia with this scheme the President said: "I fear that it is not an untried blessing for a Government to own and operate a railway, especially one primarily intended for colonization purposes. A railway corporation can charge up deficits to land or some other account, and has hundreds of offices all over Europe to advertise its lands, attracting settlers. Governments do not like deficits. There is a fruitful source of attack for political opponents. I am sure that if the New Ontario railway does not show a surplus under its present efficient management, we in the south will feel that the settlers in the north are receiving the benefit and the whole Province is thus the gainer. It will be seen readily that there is ample opportunity for our Government to profitably invest not only five millions but ten millions within the next ten years to assist in developing the rich legacy we have in New Ontario."

Mr. Gage concluded his treatment of this question by saying that it was the privilege of the Boards of Trade to create a public sentiment calling for energetic development of New Ontario.

The increased cost of living was the next subject discussed. Mr. Gage pointed out that the call of the west had for some years past attracted the young men from Ontario farms, and the attractions of city life, of the big stores and the rapidly growing factories, had added to the urban populations at the expense of rural population. He said: "If the urban population continues to increase while the rural population remains stationary or still further depleted, must not the price of food supplies go still higher until there is some better re-adjustment between the number of producers on the farm and the consumers in the towns and cities? No matter how many commissions we investigate this subject of such vital interest to us all, in the last analysis is not the question of cost of living merely a question of supply over-riding demand?"

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HARLAND & WOLFF
To Establish Ship Repairing Works at Liverpool.

London, Feb. 26.—It is now certain that Harland & Wolff, the famous Belfast shipbuilding firm, intend to establish a ship repairing works at Liverpool. At a meeting of the Mersey Dock and Harbor Board yesterday, it was recommended by a committee that the north dock yard at Bootle, should be let to Harland & Wolff, and the motion was adopted. The site has been taken on a sixty years' lease. It will not be necessary to construct a new dock in connection with the scheme.

pay a duty and to import millions of tons of produce from Chicago, and from Toronto. Merchant can make a good profit in the importation of Vancouver of 10,000 cases of butter from New Zealand, and when last week large shipments of potatoes were received in Toronto from Great Britain."

A note of warning was then sounded by Mr. Gage in the matter of immigration. He said: "I believe we have reached the time when greater supervision should be exercised in the class of immigrants admitted into Canada. This then gave statistics showing the proportion of foreign-born patients in the Toronto Free Hospital for Consumptives."

Following brief comment on the announcement of the Provincial Government of its intention to set aside large roads of money to provide better roads for the Province, President Gage referred to the question of regulating Canada's water-borne traffic. He paid a tribute to the efficiency of the Dominion Board of Railway Commissioners, and suggested that a similar board be appointed to take care of matters relating to water transportation. He pointed out that shipping combines now controlled the freight rates, and the shippers had no place to go for redress for any wrong. He referred to the present Minister of Trade and Commerce, and his efforts to establish a preferential trade arrangement between Canada and Australia, but he said "the most liberal preferential treaty will prove disappointing unless transportation arrangements are wisely safeguarded and subject at all times to a searching scrutiny of a commission similar to the one over which Hon. J. P. Mabee presides."

Mr. Gage suggested that the Ontario Associated Boards of Trade hold a summer conference in northern Ontario, and also that in the near future as a body they pay a visit to Great Britain to meet British merchants face to face and tell them of the resources of Ontario.

Mr. Gage's address was received with great enthusiasm by the convention, and it was referred to the Executive Committee for consideration.

MANY RESOLUTIONS ADOPTED.

The remainder of the afternoon session was taken up with the discussion of a number of the resolutions submitted to the Resolutions Committee by the various Boards of Trade, and which relate to many matters of vital importance to the commerce of the Province and the Dominion.

Restocking the lakes of the Province with fishery and wild rice was the substance of a resolution submitted by the North Bay Board of Trade and unanimously adopted by the convention, with little discussion.

The establishment of a prison farm in northern Ontario along the lines of the one at Guelph was advocated in another resolution of the North Bay Board of Trade proposed by Mr. A. J. Young and unanimously adopted.

The conservation and improvement of the St. Lawrence water route, and the great lakes levels was the subject of two resolutions submitted to and adopted by the convention, one of them from the Toronto Board, Mr. R. S. Gourlay, ex-President of the board, moved, and Mr. J. G. Sing, Consulting Engineer of the Toronto Harbor Commission, seconded the adoption of the first resolution:

"That this board having considered the memorandum prepared by Mr. Sing concerning the conservation and improvement of the St. Lawrence water route and the great lakes levels, respectfully request the Ontario Associated Boards of Trade at their approaching session to take this matter into consideration and urge upon the Dominion Government the necessity of taking such steps as will secure an early and full investigation of the whole matter and a report upon the same." Both Mr. Gourlay and Mr. Sing spoke briefly, to the resolution.

The second resolution of the Toronto Board to be submitted and adopted upon the Federal Government the importance of making the great lakes accessible for ocean commerce by the construction of a canal system of not less than thirty feet depth, and incidentally earning a large revenue in the development of the Hydro-Electric power possibilities.

A pledge of support from the Associated Boards of the Provincial Government's good roads movement is contained in a resolution submitted jointly by the Toronto and Belleville Boards of Trade and adopted by the convention.

The importance of an enlarged Welland Canal to the Province's commerce is indicated in resolutions from the Kingston and Belleville boards.

Owing to the demoralization of the traffic on steam railways by Wednesday's storm the delegates to the convention from Northern Ontario were snow-bound at North Bay yesterday, and the important resolutions to be considered by the convention and relating at different phases of developing New Ontario were held over from yesterday afternoon's sitting until the morning.

A civic reception was given the delegates yesterday noon by Mayor Geary and Ald. Alfred McGuire.

The officers for the ensuing year will be elected to-day.

HARLAND & WOLFF
To Establish Ship Repairing Works at Liverpool.

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NEWS OF THE DAY IN BRIEF

Death of Prince Colonna Mourned in Vatican Circles.

Man Offered to Pay Wife's Expenses for Divorce.

Bonar Law to Address Big Meeting at Easter.

Three thousand people were present at the auto show in Toronto.

The Home rule bill will be introduced by Mr. Asquith on March 29.

The C. P. R. and C. N. R. will have a union station at North Toronto.

A bill is being prepared giving wider powers to the Hydro-Electric Commissioners.

Announcement was made at the Printer's Congress that Quebec is to have a printers' school.

The British Medical Association demands better terms of remuneration under the insurance act.

Coroner De Cima, Gilmore opened an inquest into the death of the unknown infant who was found yesterday morning in a snow pile on Dundas street, Toronto.

Hon. C. J. Doherty, Minister of Justice, states that the marriage law case will still be submitted to the Privy Council, notwithstanding Justice Charbonneau's decision.

Bonar Law, E. Carson and the Duke of Abercorn will speak at Belfast on Easter Tuesday, when over one hundred thousand Unionists and Orangemen will march to the meeting place.

It is reported at Winnipeg that the Privy Council judgment by the street railway case affects the whole province of Manitoba, as the company has a blanket charter covering all the ground.

By the will of the late Rev. Dr. Elmore Harris, which has been filed for probate in the surrogate court, it is shown he left an estate totaling \$227,080, of which \$20,000 goes to charitable and religious institutions.

One life was snuffed out as the result of the storm in Niagara Falls. Basario Basio, an Italian track walker, did not hear a yard engine backing down on him as he was clearing the snow from a switch, and was so badly crushed that he died on the way to the hospital.

George Scarlett, of 425 Adelaide street west, Toronto, was run down and killed by the C. P. E. Allison train near the union station yesterday shortly before noon. The man was employed by the Pitsburg Compressing Gas Co., and the accident occurred.

If Jacob Cohen, J. P., can prove that Morris Ansky has money in the bank, Magistrate Denison, Toronto, will find a way to have that money used in support of Ansky's family. Mr. Cohen said that the man had offered \$400 to his wife for divorce expenses, and was trying to starve her into submission.

The Toronto Baptist laymen's missionary movement in the past year contributed \$80,868.91 in missionary offerings. This was an increase of \$8,634.56 over the missionary offerings of 1910. In addition to the \$80,868.91 for missions, the other church schemes, including church extension.

The death of Prince Marc Antonio Colonna throws half of the Roman aristocracy into mourning, as the Roman nobles intermarry, as perhaps no other aristocracy of the world. His death also leaves a most important position at Vatican empty, the post of assistant to the papal throne, which has a most curious history, and even in our days gives rise to piquant situations.

Samuel Clark, of Berlin, Ont., accidentally caught his left arm in a pulley while adjusting a belt at the Breithaupt Leather Company's tannery yesterday afternoon, and was caught in the shafting before the engine could be stopped. His arm was jerked from the shoulder and fractured in several places. The injured man was removed to the hospital, where the arm was amputated.

The Ontario Retail Hardware and Store Dealers' convention practically came to an end at Guelph last night, when a cheque match took place. Hamilton was decided on as the place of next year's meeting and exhibition. One of the questions discussed at the convention was the proposed extension of the parcels post service, and quite a varied feeling was manifested towards the proposition.

GIRLS MAROONED
One a Daughter of Governor Wilson of New Jersey.

El Paso, Texas, Feb. 26.—Miss Nellie Wilson, 20 years old, daughter of Governor Woodrow Wilson, of New Jersey, and Miss Kitter, a friend, are marooned at Madera, Chihuahua, Mex., according to advices received here. The young women have been the guests of the family of P. A. Hutchins, manager of a large lumber camp operating at Madera.

Owing to the increased activity of the rebels at Chihuahua, it is said that Governor Wilson has made demands that his daughter and her friend be conducted to the American border. The rebels refuse to permit the railroad company to run a train from Madera to Juarez until the situation improves.

Madero has declared in favor of Antonio Rejon, a rebel leader, and in celebrating the event, burned a large part of the Mexican quarters.

A woman in attendance a mystery and only to a man, but to her!—Wanderer.

KNOX'S TRIP

U. S. Secretary of State to Visit Various Capitals.

Key West, Fla., Feb. 26.—Secretary of State P. C. Knox sailed from Key West this morning on board the cruiser Washington on a political mission that will take him, according to present arrangements, to the capitals of Central America, to Caracas, Venezuela, and possibly to Cartagena, Colombia, and also in various points in the West Indies.

Mr. Knox is making this trip at the direction of President Taft, and European diplomats look upon it with more than passive interest. The Secretary is taking this trip for the purpose of solving diplomatic problems and acquiring more accurate information as to conditions in Central and Northern South America.

The Washington trip will go from here to Port Antonio, Mexico, and the present itinerary will keep Mr. Knox away until some time in April.

NINE DISASTER

Many Miners Meet Death in Oklahoma Mine.

Lehigh, Okla., Feb. 26.—Eight miners are known to be dead and possibly a score others are entombed and believed to have been killed as the result of a fire, the cause of which has not been determined. The blaze started shortly after noon yesterday in Mine No. 5, of the Western Mine & Coal Co., a Gould property.

When the fire broke out 300 feet below the surface, nearly 300 miners, mostly foreigners, were at work in the shafts and word of the disaster immediately spread through the mine. Most of the men escaped through an abandoned shaft, the outlet to which was more than two miles from the entrance to the main shaft.

The fire soon spread all over the main shafts. Thirty cars of coal were scattered through these to feed the flames. It is believed by officials of the company that from 15 to 20 are entombed with no chance of escape.

Rescue parties from the Government station at McAlester reached the scene late yesterday and began the exploration of workings near the mouth of the mine.

The disaster is the most serious in the history of mining in Oklahoma. Besides the loss of life, the damage to the mine will aggregate many thousands of dollars.

R.T. OF T. OFFICERS

Election of Officers—White Slavery.

Toronto despatch: The closing day of the convention of the Ontario Grand Council of the Royal Templars of Temperance yesterday was marked by a resolution passed unanimously urging the necessity of greater efforts being made to combat the growing evil of the white slave traffic. Another resolution recommended all Royal Templars to co-operate in every effort to secure Provincial and national suppression of the sale of intoxicating liquors for beverage purposes.

The officers elected for the year were: Grand Councilor, A. R. Spencer, Collingwood; Grand Vice-Councilor, Miss Margaret U. Warren, Hespeler; Grand Chaplain, Rev. R. H. Nobles, Toronto; Grand Secretary, W. M. McMillan, Hamilton; Grand Herald, Walker Karley, Brantford; Grand Auditor, L. C. Peake, Toronto; Grand Trustee (elected for three years' term), Kenneth McKenzie, Picton; Grand Marshal, Hon. M. M. McKenzie, Hamilton. The Executive Committee is composed of the officers and three additional members: W. J. Armstrong, of Toronto; Benjamin Johnson, of Hamilton, and Geo. Hurst, of Toronto.

YORK LOAN

Years Before Final Dividend is Paid.

It is reported in Toronto that the next York Loan dividend, which will be a final dividend, will probably not be paid for several years to come, according to Mr. C. E. Herrington, the liquidator. The first, a 25 per cent. dividend, was payable in November, 1908, and the second, also 25 per cent., in December, 1911.

"Before another dividend can be paid \$250,000 must be on hand," Mr. Herrington said, "and although the whole of the property owned by the company, valued at about \$2,000,000, has been sold, with the exception of about \$50,000 worth, a great deal of the purchase money has not yet been paid, and until it is all paid there can be no further dividend."

There are some 114,000 people interested in the company, but about 17,000 of them have not yet sent in their passports and certificates as proof of their claims, and so have not received either the first or second dividend. These will be paid as soon as the passports and certificates are received by the liquidator.

ALONE IN THE COLD

St. Catharines, Ont., despatch: Miss Elliott, a farm laborer, was found yesterday in a shack near Jordan, frozen from exposure. Medical help was secured, but he died last night. Elliott, who was 65 years of age and lived alone, was found lying on the floor with no fire in the place.

BRITAIN'S MISTAKE

Morgan Shuster Talks on Russia in Persia.

London, Feb. 26.—Morgan Shuster, late treasurer-general of Persia, authorized the following statement on his arrival to-day: "I am more than glad to get home again. I have been away less than a year, but the time seems much longer. I was particularly pleased with the reception given me in London, and I left there more than ever confirmed in my original belief that the British people have little sympathy with the immoral and disastrous foreign policy of their present Government. The past year has witnessed three acts of international brigandage, each perpetrated by Christian nations against Mohammedans, and each more shocking to the accepted principles of humanity and justice than the preceding one. Compared to the cynical brutality with which the Persians have been treated even by the Tripolitan outrages pale. The Russian Government had not a single spark of justification in either law, morals or fact for its barbaric cruelty toward the Persian people, and the British Government must be judged by its acquiescence in the acts of its partner in crime."

"England dealt civilization and progress a foul blow when she set to work to create a strong Russia after the Japanese war. The British people are beginning to realize this now, and they will see it still more clearly in the next ten years. In its endeavor to outpoint Germany in the European diplomatic game the British Foreign Office has paid a stiff price for something which will never be delivered—Russian support against Germany. The eyes of the British Foreign Secretary have been so glued on Europe for the past few years that he has completely overlooked the British Empire in Asia. One result is that there is no longer a buffer State between Russia and the Indo-Persian frontier. Another is that 72,000,000 Mohammedans in India have so far changed their feelings toward England as to no longer be an offset to Hindu agitation. Another result is that England has lost caste as the friend and helper of struggling peoples, and this outward manifestation of waning national prestige is being felt among all classes of the British people themselves."

"The destruction of Persian nationality is a crime and a great loss to the world. The practical assimilation of Persia by such a nation as Russia is a further menace to Europe and to real civilization. But two things oppose the 'Russification' of all Asia—India and the Chinese Republic. Asia is now at the gates of both."

London despatch: Sir Max Aitken, the famous financier, once of Montreal, now a member of the Imperial Parliament, was to-day a victim of the Quebec automobile laws to the extent of \$1,500. In 1910 the then Mr. Max Aitken owned an automobile and lived in Montreal. One night in December his chauffeur took a couple of friends out for a joy ride without Mr. Aitken's knowledge and drove at 25 miles an hour along St. Catharines street. They ran down a man named Ripin, who was badly hurt and incapacitated for a year. Under the Quebec law a man who owns an automobile is responsible for everything it does, so Mr. Aitken sued Mr. Max Aitken for \$1,000 damages, although he was unaware that his machine was out when the accident occurred. The facts were proved and under the law there was nothing for the jury to do but to assess the damages. The result is a surprise to auto owners, it being the first time this statute has been tried in the courts.

Montreal despatch: Judge Charbonneau delivered his finding this morning on the motion made last December in connection with the case of Emma Hebert, Dale River, Mass., and Eugene Hebert, this city, two Roman Catholics, whose marriage by a Methodist minister in 1908, at Point St. Charles, Montreal, was annulled by Archbishop Bruce, head of the Catholic hierarchy here, on the grounds that according to the Ne Temere decree of the Church Catholics could only be married by their parish priest or ordinary, which dissolution was afterwards ratified civilly by Judge Laurendeau in the high court.

Mrs. Hebert sought to have it established by Judge Charbonneau that the ecclesiastical law governing the civil marriage law, that the discontinuance of participation in the suit by Hebert when her application was made did not reverse the Judge's finding, and her marriage was legal and her child legitimate, according to the laws of the Province.

The Judge reversed Judge Laurendeau's decision, holding that any officer qualified by the State to perform marriages could marry couples of whatever faith, that the Ne Temere decree had no civil effect and was binding upon consciences of Roman Catholics only, and that therefore the marriage of Eugene Hebert and Emma Cloutre was valid and binding.

There was a tremendous crowd in the court when the Judge appeared on the bench, while the corridors leading to the court were blocked with people and lawyers. The judgment took his lordship over an hour to read.

\$300,000 FIRE

Disastrous and Costly Fire at South Brooklyn.

New York, Feb. 26.—Damage estimated at more than \$300,000 was done last night by fire at the extensive plant of the Barrett Mfg. Co., and the hay and feed depot of S. W. Bowen Co., in South Brooklyn. The Barrett Co. manufactures asphalt, tarred pavement and other tar products, and the two big buildings of its main plant were practically wiped out with their contents. Thousands of bales of hay and bags of feed in the Bowen depot were destroyed with the building containing them.

The inflammable nature of the contents of the two plants made the fire a quick burning and spectacular one.

BOILED BEAR

Calgary, Alta., despatch: J. L. Mack, one of the old-timers of the province, slipped to the floor and died of heart failure before a doctor could be called. He had been in Alberta 25 years, coming from Scotland.

THE CANNONISTS

Lawyer for Prosecution Hard on Victim, the Priest.

Victoria, B.C., Feb. 26.—Judge Mackenzie, presiding over the trial of the priest, Giuseppe Vignani, on the charge of murdering a young girl, participating in the kidnapping of the girl, and abducting her, declared that Vignani had a right to have the Commission and that the Commission had to save the Commission leader, Vignani, his gun, and had no right to have the Commission leader, Vignani, in this case, according to a speaking of Vignani, who had made the most recent observations against the girl and her mother, although he knew they were innocent. He concluded his address with an accusation of the various points in the evidence tending to prove the guilt of the accused.

Another of the Commission witnesses, Matteo Valcarlos, was released both yesterday to-day, having served five years.

EIGHT POISONED

Mysterious Deaths of Children in Brooklyn Hospital.

May Have Been Deliberately Poisoned by Some One.

New York, Feb. 26.—The mystery of the deaths of eight children, the oldest 10 months, and the illness of four other infants in the Brooklyn Nursery and Infants' Hospital since Sunday, was expected to-day to be solved by a chemical analysis of the contents of the stomachs of two of the dead children. An irritant poison, believed to be oxalic acid, mixed with lime water and milk, was indicated by an autopsy to be the cause of death.

Oddly enough, all of the poisoned babies were in one ward of the hospital and there are only four children in the ward who have not shown symptoms of poisoning. The physicians are unable to say why all the children in the hospital were not poisoned if there was a general distribution of poisoned milk.

The detectives have questioned all the nurses closely and also tried to ascertain if it was possible that the children might have died from some unknown contagious disease akin to meningitis. The physicians suspect the idea that the children suffered from any disease of which they were not cognizant.

Coroner's physician Wuest said that the evidence in the cases suggest the theory of deliberate poisoning, perhaps by a hospital attendant afflicted with homicidal mania.

SIR MAX AITKEN

Damages to Men Run Over by His Chauffeur.

Montreal despatch: Sir Max Aitken, the famous financier, once of Montreal, now a member of the Imperial Parliament, was to-day a victim of the Quebec automobile laws to the extent of \$1,500. In 1910 the then Mr. Max Aitken owned an automobile and lived in Montreal. One night in December his chauffeur took a couple of friends out for a joy ride without Mr. Aitken's knowledge and drove at 25 miles an hour along St. Catharines street. They ran down a man named Ripin, who was badly hurt and incapacitated for a year. Under the Quebec law a man who owns an automobile is responsible for everything it does, so Mr. Aitken sued Mr. Max Aitken for \$1,000 damages, although he was unaware that his machine was out when the accident occurred. The facts were proved and under the law there was nothing for the jury to do but to assess the damages. The result is a surprise to auto owners, it being the first time this statute has been tried in the courts.

PRINCE ARTHUR

Duke of Connaught's Son Thrown From Horse.

London, Feb. 26.—Prince Arthur, of Connaught, son of the Duke of Connaught, Governor-General of Canada, was to-day thrown from his horse while fox-hunting at Singleton, in Yorkshire. It was at first believed that he was seriously injured, but the surgeons, who were called after a thorough examination, declared that he had no severe hurt, although he was greatly shaken.

BOUGHT WARREN STEAMERS

London, Feb. 26.—It is authoritatively stated that Lord Furness has completed arrangements for taking over the White Star line of steamers, which maintains a service from Liverpool to Boston, and is owned by the White Diamond Steamship Co. of Liverpool. The price is stated to be about \$46,000. The price is stated to be about \$46,000. The price is stated to be about \$46,000.

BRANTFORD MAN FIRED

Brantford despatch: Harold Ireland was this morning fined \$25 by Magistrate Livingston for the theft of pig-iron which he removed at night in a cart from the Buck Stove Works. The magistrate said he would have made the penalty more severe but for circumstances in Ireland's favor.

JAPAN'S BEHALF

London, Feb. 26.—Official circles in London express confidence that Yuan Shih Kai will arrive there within a fortnight, says a Shanghai despatch to the Times, which adds: "Japan officially denies that her troops in Manchuria have been engaged."