

Western, Sask., April 4.—The Canadian Northern passenger train going north was derailed here at 5.50 yesterday morning. Only one car remained on the rails and the mail car is overturned in the ditch. Mail Clerk George Hawkins received injuries to his back and is badly shaken up, but not seriously injured. Several passengers were shaken up, but none hurt badly. Engineer McLeod and Fireman Walpole stuck to their posts and neither was hurt. A spreading rail was the cause of the accident.

1,600 Coal Miners Strike.

Amherst, N. S., April 4.—All the men employed at Springhill mines went out on strike yesterday morning. A short time ago notices were posted around the works by the P. W. A. asking that all non-union men must j in the union before April 1 or the union men would refuse to work with them. A number did comply with the demand, and a meeting of both Pioneer and Mechanics Lodges was held, and yesterday morning no one went to work. About 1,600 in all are out.

The only men working are the firemen, who were allowed to remain to keep up steam. It is thought that the matter will be satisfactorily adjusted in a day or two. There is no issue at all between the men and the management.

Model Teachers Left Out.

Toronto, April 4.—Hon. Dr. Pyne told a deputation yesterday that the model school teachers displaced by the new arrangements would be promoted to normal school positions where possible. A pension scheme might be considered in the future.

The deputation which spoke for the training section of the Educational Association, was introduced by Vice-Principal Dearness, London. It was pointed out that many teachers would be left idle by the abolition of the model schools. Those with ten years' experience and holding arts certificates, and those under ten who were bachelors of pedagogy, it was suggested, should receive inspectors' certificates. Those over 35 should receive a money compensation.

Slightly Improved.

Toronto, April 4.—At a late hour last night Mr. Speaker St. John seemed slightly improved.

An official at the hospital said the vitality shown by Mr. St. John was something remarkable, and that in the face of the strong fight he had already made for life, it was impossible to give up hope. This is the feeling of all the doctors. They do not attempt to minimize the very critical state the patient is in, or the developments which a few hours may bring about, but unite in saying that the case is not yet hopeless.

Cuban Leader Assassinated.

Havana, April 4.—Jos. E. Ayala, ex-chief of police of Guines, Havana Province, was assassinated at Guines yesterday. He led the Government forces near Guines during the August revolution, thereby incurring so much enmity that he went to Mexico, from which country he had just returned.

Eaten By Cats.

Vancouver, B.C., April 4.—Herbert Lohley, a well known resident of Central Park, was found dead on the floor of his house, with his face and hands eaten off by cats. He had not been seen for a week. His brother went to the house and found his dead body on the floor, with three cats in the same room.

New life for a quarter. Miller's Compound Iron Pills. For sale by A. H. Johnson.

VESSELS LOST IN 1906

During 1906 forty-seven vessels, with a carrying capacity of 58,165 gross tons and valued at \$976,000 were total losses of the great lakes. The monetary loss was low in comparison with former years, owing to the fact that the wrecked vessels were nearly all small. The most valuable was the Grecian, which foundered in Lake Huron. She was the only steel vessel of American

build that was lost. The year's disasters opened with the burning of the passenger steamer Atlanta in Lake Michigan very early in the season. Canadian owners suffered heavily, losing eight steamers, of which the most valuable was the Monarch which went to pieces off Isle Royale. The famous old steamer Gordon Campbell also passed out of existence by grounding on Michipicoten Island, and then taking fire. Her identity was lost to many under the name of Strathmore. Twenty-two of the vessels lost were steamers and twenty-five were schooners. Fire claimed nine of the wrecks, foundering fifteen, stranding seventeen and collisions six. Probably there should be added to the list the steamer H. B. Tuttle and the barge City of Toledo, both of which were sunk. However, H. W. Baker, the Detroit wrecker, has raised both of them, but whether they will be worth restoring to commission remains to be seen. Probably there should be taken from the list the Checotah, which foundered in Lake Huron. This schooner has been raised and purchased by the Edward Gillen Dock & Construction Co. The accompanying table gives the names of the steamers, totally destroyed, with their capacities and value, and the place of the accident: Argonaut, Lake Huron, 1,600 gross tons, value \$18,000; Atlanta, Lake Michigan, 1,500 gross tons, value \$70,000; City of Concord, Lake Erie, 350 gross tons, value \$5,000; Connaught, Lake Erie, 2,000 gross tons, value \$30,000; Erin, St. Clair River, 800 gross tons, value \$16,000; James Fiske, Jr., St. Clair River, 1,300 gross tons, value \$25,000; Golspie, Lake Superior, 1,200 gross tons, value \$20,000; Gov. Smith, Lake Huron, 2,000 gross tons, value \$50,000; Grecian, Thunder Bay, 3,000 gross tons, value \$120,000; Hickox, Lake Ontario, 400 gross tons, value \$6,000; C. B. Hill, Lake Erie, 2,000 gross tons, value \$25,000; N. Mills, St. Clair River, 500 gross tons, value \$8,000; Monarch, Lake Superior, 2,000 gross tons, value \$85,000; New Orleans, Lake Huron, 2,000 tons, value \$45,000; John M. Nicol, Lake Michigan, 2,000 gross tons, value \$35,000; C. B. Packard, Lake Erie, 1,000 gross tons, value \$10,000; Panama, Lake Superior, 2,700 gross tons, value \$45,000; J. H. Paulty, St. Clair River, 700 gross tons, value \$9,600; Resolute, Lake Ontario, 600 gross tons, value \$12,000; Strathmore, Lake Superior, 1,600 gross tons, value \$17,500; Theano, Lake Superior, 2,600 gross tons, value \$80,000.

ADVANCE IN PRICES.

Correspondence of the nature of the following maketh the heart of the printer and publishers ache—

During the last few months the Paper Mills of Canada and the United States have given notice of advances in the price of paper, occasioned by the greatly increased cost of the raw material from which the paper is made. The very lumber, used for cases having advanced from 25 per cent. to 311.3 per cent.

We have delayed as long as possible making any advance in our prices, that we might give our friends all over the country who have been so loyal, the benefit of the lower prices, and with the hope that the market on raw materials would be steadied. Instead of this being the case, everything went to continued increase in the cost of raw material.

While we must now secure higher prices for our product, we shall continue to make these prices as low as possible, keeping in view the highest standard of excellence in the various grades.

The above was received this week from one of the large paper manufacturing firms in Ontario. It is only one of the many letters received conveying similar information. It is not the paper makers alone who are advancing prices. The printers' supply houses have already

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