shall hold any interest in mines or minerals is observed.

If the geological survey needs to be strengthened on its economic side that can be done, but it would be a great misfortune if the organization which has been built up by many years of faithful scientific work and which includes some of the best talent of the country, should now be made to play a secondary part to a mining bureau or any other establishment.

S. D. S.

THE COW THAT PAYS BEST.

By F. W. Hodson, Dominion Live Stock Commissioner.

The question as to which is the most profitable cow, is one that cannot be decided in any arbitrary manner. There are so many circumstances and contingencies to be taken into consideration, that, after all is said and written on the subject, each man must decide the question largely on his own judgment. He will find it necessary to consider the nature of his farm; the suitability of his buildings and implements; the cost of hired help, if such is required; the proximity of a good market for his finished products, and many other details. The comparative advantages of beef-growing and dairying would probably be the first point considered by a farmer who was just about to make start in cattle raising. Men who have had long experience in either of these lines, are not likely to change to the other line, involving as it does, changes in farm routine, in variety and management of crops, in buildings and equipments, without a good deal of deliberation. That beef-production can be carried on with a smaller expenditure for labor and utensils is perhaps true, and it certainly does not require the constant attention to business that dairying entails.

Next comes the question of breeds. It will, I think, be generally conceded by fair minded men that there is no "best" breed. Everything depends on circumstances. A breed that proves highly satisfactory in one district may be found entirely unsuited to different environments. Only four breeds of beef cattle, viz.: Shorthorns, Herefords, Galloways, and Aberdeen-Angus, have attained popularity in Canada, and only the first mentioned can be said to be generally distributed. The others may equal the Shorthorns for beef production, and even surpass them under certain conditions, but the superior milking qualities of the Shorthorns, and particularly of the grades, have given them an unequalled popularity among our farmers. Where feed is plentiful, and the country not too high or broken, they are likely to prove satisfactory beefers, and in addition will produce a fair amount of milk. The ease with which good bulls of this breed can be procured for grading purposes, is also an argument in its favor. Breeders of the other sorts are comparatively few, and the opportunity for choice is small, when one desires to select a bull. In the colder parts of Canada, and on the bare pastures of the mountainous districts, the Galloways and West Highlanders should prove serviceable on account of their hardiness and activity.

Among the dairy breeds, the Ayrshires, Holsteins, Jerseys, Guernseys and French-Canadians are all held in considerable esteem. The latter have been almost unknown outside of the province of Quebec until the last year or two, but they are now attracting considerable attention. Under adverse circumstances, such as scanty pastures, lack of proper winter feed and care, etc., they will probably yield a greater percentage of profit than those breeds which have for generations been accustomed to good food and care. The Guernseys, although highly thought of in the United States, have never gained sufficient foothold in Canada to enable our farmers to judge their suitability for this country. Both they and their close relatives the Jerseys, are especially adapted for the production of fancy butter or cream for a high priced city trade, and the majority of Canadian herds of these two breeds, are, I think, used for this purpose. The Ayrshires and Holsteins seem to be gaining in popularity among the general dairy farmers who support the cheese factories and creameries, and, with the dairy Shorthorns are likely to divide the greater part of the dairy field between them. The Holsteins are likely to do better on the level lands, with flush pastures and plenty of winter food, while the Ayrshires should, I think, find more favor on rolling or hilly lands, because of their great activity.

But, while certain well defined differences may characterize the various breeds, yet it may be well to remember that there is much greater difference between individual animals of the same breed than between different breeds. A good cow is a good cow no matter what her breed may be. Therefore let each man select the breed that he considers best suited to his conditions, and stick to it. Let him buy, or breed to, the best available bulls of that breed, and continue to grade up his herd to a higher degree of excellence year by year. The practice followed by some farmers of using bulls first of one breed and then of another, is fatal to all plans of building up a handsome uniform and profitable herd of grade cows, and that is just what most farmers require. The average man does not need pure bred females, in fact will do better with good grades. The breeders of pure bred stock are, like the poet, born, not made. He must inherit a love for animals and an aptitude for handling them, otherwise his investment will prove unprofitable, and his efforts a disappointment.

HOW DELARE YESCAPED.

PRETORIA, March 28.—About 1,500 Boers, under Delarey, Liebenberg, Kemp and Wolmarans, were within the area of Lord Kitchener's latest movement, but, though surprised by the rapidity displayed by the British troops gaps in the latter's line enabled most of the burghers to escape.

From the first prisoners captured it was learned that Gen. Delarey himself was outside the actual cordon, having slept some distance westward, but Liebenberg, Kemp and other Boer commanders were inside the columns of troops. The body, consisting of about 500 Boers, sighted at 10 o'clock in the morning, March 24, retreated at full speed, making for a gap between the British columns. The mounted infantry, which had already ridden upwards of 50 miles, pressed their tired horses until they gave out, when the men jumped off and raced forward on foot. Some of the mounted men, however, were able to gallop right into the gap just ahead of the burghers, whom they met with a warm fire. These troops also succeeded in driving back another body of 300 Boers, who were forced to desert the guns they had captured from the Von Donop convoy (southwest of Klerksdrop) in February. The Boers tried to get through several openings, but on each occasion were forced to double back until they ultimately found a gap and passed out of the British lines within sight of Klerksdorp. Night fell before the pursuing columns could avertake the Boers.

Five Canadians who fell out of their column and tried to work their way back were surrounded by a Boer force and made a splendid defence. But finally seeing their case was hopeless, four of the Canadians surrendered. The fifth, however, indignantly refused to throw down his arms and continued a single handed fight until he was killed. This was regarded as one of the most interesting incidents of the day.

In Zeirland, when the moon is at the full, objects are visible at a distance of seven miles. By starlight one can read with ease.

SHIP NEWS.

PORT OF ST. JOHN.

Arrived.

March 27—Str Concordia, 1616, Webb, from Glasgow, Schofield and Co, general cargo.

28th—Sch William Janes, 264, McLean, from Boston, R C Elkin, bal.

Sch Harry Knowlton, 278, Stewart, from Saybrook, N Y, J A Gregory, bal.

Sch Georgia, 333, Longmire, from Mobile, J W Smith, pitch pine.

March 29.—Str Banta (Nor), 446, Pedersen, from Montego Bay, Ja., D J Seely and Son, fruit.

Str Manchester City, 3,726, Forrest, from Manchester via Halifax, Wm Thomson and Co.

Coastwise—Schs Citizen, 46, Woodworth, from Bear River; Klondyke, 78, Willigan, from Parrsboro; Mildred K, 36, Thompson, from Westport; L M Ellis, 34, Lent, from Westport; Temple Bar, 44, Amberman, from Annapolis; Evely, 59, Cassidy, from Lepreaux; Packet, 44, Longmire, from Bridgetown; Bear River, 37, Woodworth, from Port George; Helen M, 62, Mills, from Advocate Harbor; Aurelia, 21, Watt, from North Head; Hattie, 37, Parks, from Port George; Grace and Ethel, 16, Ingersoll, from Grand Harbor; Minnie C, 12, Ossinger, from Tiverton; Hustler, 44, Thompson, from Musquash.

Mar. 30.—St. Lake Superior, 2,886, Thompson, from Liverpool, Troop and Son, general cargo and passengers.

Str Tunisian, 6,802, Vipond, from Liverpool via Halifax, Wm Thomson and Co, general cargo and pass.

March 31—Str Oruro, 1,279, Seeley, from West Indies via Halifax, Schofield and Co, general.

Cleared.

Mar. 29—Str Saint Hugo, Stabb, for Cape Town, Schofield and Co.

Str Parisian, Wallace, for Liverpool via Halifax, Wm Thomson and Co.

Str Indrani, Gillies, for Glasgow via Halifax, Schofield and Co.

Str Virginia, Flowse, for Cape Town, Schofield and Co.

Sch Priscilla, Grayille, for Newport, A Cush and Co.

Sch A P Emerson, Maxwell, for City Island f o, A Cushing and Co.

Sch Beaver, Huntley, for Providence, A Cushing and Co.

Sch Romeo, Williams, for New Haven, A Cushing and Co.

Coastwise—Schs Citizen, Woodworth, for Bear River; Sam Slick, Ogilvie, for Windsor; Irene, Wilcox, for Lepreaux; Evelyn, Cassidy, for Musquash; Hattie, Parks, for Port George: Rex, Sweet, for Quaco; Havelock, Berry, for Annapolis; Susie Prescott, Daly, for Point Wolfe.

DOMESTIC PORTS.

Arrived.

QUUACO, March 28—Ard, sch Rowena, Hall, from St John; Earnest Fisher, Gough, from St John.

Cld, schs Rowena, Hall; Earnest Fisher, Gough; James Barber, Ells; Rex, Sweet, for St John; Nellie E Gray, Smith, for Boston.

HALIFAX, N S, March 28—Ard, str Oruro, from Demerara, West Indies and Bermuda.

HALIFAX, N S, March 28—Ard, str Douglas H Thomas, from Philadelphia.

HALIFAX, N S, March 28—Ard, str Tunisian, from Liverpool for St John.

At Halifax, March 31, str Parisian, from St John.

Cleared.

At Joggins Mines, March 29, sch Geo L Slipp, coal, for St John.

BRITISH PORTS.

Arrived.

At Bermuda, March 22, str Beta, McKenzie, from Halifax for Jamaica (and sailed); 26th, str Trinidad, Fraser, from New York.

At Manchester, March 25, str Manchester Trader, Parry, from St John.

LIVERPOOL, March 28—Ard, str Lake Ontario, from St John.

LONDON, March 28—Sld, str Carlisle City, for Halifax and St John.

CAPE TOWN, March 28—Ard, str Nemea, Smith, from St John, and ordered to Port Elizabeth.

At Cape Town, March 19, barks Undaunted, Davidson, from Chemainus; 21st Echo, Belleson, from Astoria; 20th, str Lord Ormonde, Aiken, from St John, NB, via St. Vincent, CV.

At Cape Town, Mar 28, str Nemea, Smith, from St John, and ordered to Port Elizabeth.

At Manchester, Mar 25, str Manchester Trader, Parry, from St John.

At Demerara, March 10, sch Onora, from Liverpool; 13th, sch Mascot, from Lunenburg, NS.

At Turks Island, March 14, brig W E Stowe, Mattson, from Porto Rico; schs Hilda C, Watters, from do (and both sailed 15th for Lunenburg, NS); 16th, B G Anderson, Zinck, from do (and sailed 17th for Lunenburg, NS); 17th, sch Peerless, Kinley, from Jamaica (and sailed 19th for Lunenburg, NS); 19th, brig Leo, Hebb, from Porto Rico (and sailed 22d for Lunenburg, NS); sch John I Snow, Stevens, from Eastport via St John, NB (to sail about 29th for New York).

Sailed.

From Barbados, March 14, ship Harold, Hansen, for St John; 15th, sch Victory, Burke, for Harbor Grace; 18th, str Actor, Donald, for Trinidad; bark Mentor, Larsen, for Martinique; brig Trusty, Dixon, for St John.

From Bermuda, March 19, bark Virginia, Lowery, from New York for Las Palmas (having made repairs.)

From Bermuda, Mar 24, str Oruro, Seeley (from Barbados, etc), for Halifax.

From Barbados, Mar 14, ship Harold, Hansen, for St John; 18th, bgt Trusty, Dixon, for St John.

From Cape Town, Mar 20, str Platea, Davison, for Rio Janeiro, to load coffee for New York.

From Port Spain, March 6, ship Clyde, Smith, for Liverpool; 8th, sch Maud Churchill, Harding, for St Martins; 10th, bark Alkaline, Frisbie, for New York.

From Newcastle, NSW, Feb 2, ship Albania, Brownell, for Manila.

From Barbados, March 6, schs Harry Troop, Thorburn, for San Domingo, to load sugar for New York; 10th, Neva, Christie (from Annapolis), for Trinidad (chartered to load at Porto Rico for British provinces, molasses).

From Demerara, March 12, sch Earl of Aberdeen, for New York via San Domingo.

FOREIGN PORTS.

Arrived.

At Rosario, Feb 27, bark C W Janes, Carson, from Mobile and Pensacola via Buenos Ayres.

At Jacksonville, Fla, March 26, sch Hillside, Morrell, from New York.

At Cienfuegos, March 13, sch Union, from Mobile.

At Havana, March 21, sch Leonard Parker, Hogan, from Mobile.

At Santigo, March 17th, str Hildur, Musaas, from Halifax (and sailed for New York via Guantanamo.)

At Philadelphia, March 26, bark Africa, Fielden, from Turks Island.

VINEYARD HAVEN, Mass, March 28—Ard and sailed, schs Emeline G Sawyer, from Weehawken for Portland; Rhoda, from New York for Yarmouth, NS; Rosa Mueller, from New York for St John.

Ard, schs Alcyone, from Port Johnson for Boothbay; Maggie Todd, from New Bedford for Calais.

DUTCH ISLAND HARBOR, R I, March 28—Ard, sch Abner Taylor, from New York for Calais.

CARRABELLE, Fla, March 28—Cld, bark Ethel Clark, for St John.

NEW YORK, March 28—Ard, ship Landseer, from London; sch Vidette, from Manzanille; Mary L Crosby, from Pensacola via Wilmington, NC; Margaret May Riley, from Macoris.

Cld, sch Gypsum Emperor, for Windsor, N S.

Sld, sch Verbena, for Cape Tormentine, N B.

MACHIAS, Me, March 28—Sch Josie Berry, lumber laden, for Stonington, Conn, sprung a leak on Birch Point last night and filled. She was taken out on the flats this morning to find the leak.

BOSTON, March 28—Ard, schs Roger Drury, from Perth Amboy; Seth M Todd, from New York; T A Studart, from South Amboy for Eastport.

Sld, strs Boston, for Yarmouth, NS; St Croix, from Portland, Eastport and St John; sch John Paul, for Axim, WCA; R Carson, for Quaco, NB.

SALEM, Mass, March 28—Ard, sch Abbie Verner, from New York for Musquash (and sailed.)

PORTSMOUTH, N H, March 28—Ard, str Britannic, from Louisburg; sch Watchman, from Boston for Bridgewater, NS.

NEW YORK, March 28—Ard, bark St James, from Seattle; brig Venturer, from St Andrews; sch Louise (of Parrsboro), from Macoris.

At Algoa Bay, Feb 20, bark Frederica, Churchill, from San Pedro.

At Fernandina, Fla, Mar 27, sch Preference, Dale, from Havana.

At New York, Mar 27, sch Etta A Stimpson, McLennan, from South Amboy for Boston.

At Mobile, Mar 27, sch Albatross, Hunter, from Demerara.

At Valparaiso, Mar 28, bark Nellie Troop, Suttis, from Newcastle, N S W.

At Annapolis, Mar 28, bktn Sunny South, McDonald, from New York.

At Macoris, March 19, sch Theta, Masters, from Port Spain (to sail about March 31 for New York.

At New York, March 29, ship Geo T Hay, Spicer, from Hong Kong; bark Sayre, Matheson, from Bahia.

At Wilmington, NC, March 28, sch D J Melanson, LeBlanc, from Havana.

At Delaware Breakwater, Del, March 28, bark Calcium, Smith, from Havana.

At Apalachicola, Fla, March 28, sch Sadie C Sumner, McLean, from Boston.

At Key West, March 28, sch Gertrude, from Nassau.

At Buenos Ayres, March 19, arrived previously, barks Levuka, Harris, from Boston; Landskrona, Burgess, from do; 25th, F B Lovitt, Sanders, from Sherbrooke, NS.

At Delagoa Bay, March 22, bark Nora Wiggins, McKinnon, from Buenos Ayres via Port Elizabeth.

Cleared.

At Havana, March 21, sch Preference, Gale, for Fernandina.

At Jacksonville, March 26, str Iroquois, Chichester, for New York; sch H B Homan, Atkinson, for Dorchester, NB.

At New York, March 28, sch Ontario, Lecain, for Windsor; 29th, bktn Florence B Edgett, Kay, for Jacksonville; sch Viola, Ward, for Elizabethport.

At Jacksonville, Fla, March 28, bark Glenafton, Mundy, for Port Spain, Trin.

Sailed.

From St Lucia, March 25, str Micmac, Fraser, from Pernambuco for New York.

From Perth Amboy, N J, March 26, sch Etta A Stimpson, McLellan, for Boston.

From New York, Mar 27, sch Harry W Lewis, for Vita Cuba.

From Antwerp, March 31, str Albuera, Grady, for Halifax and St John.

From Matanzas, March 19, sch Helen E Kenney, Snow, for Pascagoula.

From Delaware Breakwater, March 28, sch Maple Leaf, from Tunas de Zaza, Cuba, for Boston.

MEMORANDA.

Passed Fastnet, March 26, str Lake Ontario, Evans, from St John for Liverpool.

In port at Newcastle, NSW, Feb 17, bark Hamburg, Caldwell, for Manila.

SPOKEN.

Sch Margaret May Riley, Berry, from Macoris for New York, 10 miles E of Penwick Island, March 25, afternoon.

NOTICE TO MARINERS.

BALTIMORE, Md, March 26—The Lighthouse Board has sent out the following notice:—

Chesapeake Bay, main ship shannel, Maryland—Poplar Island Shoal buoy, No 20, a red iron spar buoy, was reported missing on March 24.

Hampton Roads, Virginia—Crumps Banks buoy, No 5, a black second class can, reported adrift March 20, was replaced March 21.

Channel into Dimer Creek, Virginia—Dimer Creek Flats buoy, No 2, a red spar, was reported adrift March 25 and will be replaced as soon as practicable.

PORTLAND, Me, March 26—Second class nun buoy, red and black horizontally striped, reported adrift March 21 from McIntosh Ledge, Owl's Head, was replaced 24th.

Office of the Lighthouse Inspector,
First District,
Portland, Me, March 20, 1902.
(Herring Gut, Maine.)

The Sisters Buoy, No 5, a black spar, reported adrift February 7, has been replaced.

A BREATHING SPELL.

If the consumptive could only keep from getting worse it would be some encouragement.

Scott's Emulsion at least gives tired nature a breathing spell. The nourishment and strength obtained from Scott's Emulsion are a great relief to the exhausted system.

This treatment alone often enables the consumptive to gather force enough to throw off the disease altogether.

Scott's Emulsion brings strength to the lungs and flesh to the body.

Send for Free Sample.
SCOTT & BOWNE, Chemists, Toronto

Special from Norwich, Ont.

The recovery of Mr. Norman Batty, Hardware Merchant, one of Norwich's oldest and most successful citizens, has excited much comment. For years Mr. Batty has been an unceasing sufferer from Catarrhal Asthma and although no end of time and money was spent relief was not obtained until Mr. Batty commenced Catarrhozone treatment, which perfectly cured him. This case is only equalled by that of Mrs. Bannon, wife of J. J. Bannon, Druggist, who was also cured of Asthma and Hay Fever by Catarrhozone after thirty years' suffering. Fully a hundred persons in this town have been cured of Catarrhal troubles by Catarrhozone, which is a remarkable proof of its value. Two months treatment, price $1. Small size 25c. Sold by all Druggists or by mail from Polson & Co., Kingston, Ont.

VIENNA, March 31.—The Sonn Und Montag Zeitung says that Lufti Bey, the Turkish consul at Budapest, has disappeared. It is believed he ran away with an actress, says the paper, and his whereabouts are not known. This statement of the Sonn Und Montag Zeitung is declared from Constantinople to be untrue.

LONDON, March 31.—Mrs. Brown Potter made a successful appearance this evening at Her Majesty's Theatre in the role of Calpso in Stephen Phillips' Ulysses. She gave a new and charming reading of this part, which was rather sensuous than dignified, however, and somewhat marred by defective elocution.

IT MEANS OSTRACISM

Foul breath and disgusting discharges, due to Catarrh, make thousands of people objects of aversion—Dr. Agnew's Catarrhal Powder Relieves in 10 minutes and cures

Hon. George James, of Scranton, Pa., says "I have been a martyr to Catarrh for twenty years, constant hawking and dropping in the throat and pain in the head, very offensive breath. I tried Dr. Agnew's Catarrhal Powder. The first application gave instant relief. After using a few bottles I was cured." 50 cents. 72

SOLD BY M. V. PADDOCK.

THE MARKET.

Revised Every Monday for the Semi-Weekly Sun.

Wholesale.

COUNTRY MARKET.

Canadian beef	0 07½	"	0 08½
Beef butchers', carcass	0 05½	"	0 07½
Beef, country, quarter	0 03	"	0 06
Lamb, per lb	0 10	"	0 11
Mutton, per lb., carcass	0 07	"	0 09
Veal, per lb	0 07	"	0 09
Pork, fresh, per lb	0 08	"	0 08½
Shoulders, per lb	0 10	"	0 12
Ham, per lb	0 12	"	0 14
Roll butter, per lb	0 20	"	0 22
Tub butter, per lb	0 17	"	0 20
Chickens, per pair	0 80	"	1 00
Turkey, per lb	0 16	"	0 18
Geese, each	0 80	"	0 90
Ducks, pair	0 80	"	1 00
Eggs, case, per doz	0 00	"	0 15
Fowl, per pair	0 60	"	1 00
Cabbage, per doz	1 00	"	1 75
Potatoes, per bbl	1 75	"	2 00
Hides, per lb	0 05	"	0 06
Calfskins, per lb	0 11	"	0 00
Sheepskins, each	0 00	"	0 75
Carrots, per bbl	1 00	"	1 25
Beets, per bbl	0 00	"	1 25
Turnips, per bbl	0 65	"	0 75
Parsnips	1 25	"	1 50

Retail.

Beef, corned, per lb	0 00	"	0 10
Beef tongue, per lb	0 08	"	0 10
Beef, roast, per lb	0 10	"	0 16
Lamb, per quarter	0 10	"	0 16
Mutton, per lb	0 08	"	0 12
Veal, per lb	0 06	"	0 14
Pork, per lb	0 12	"	0 14
Pork, salt, per lb	0 00	"	0 12
Sausages, per lb	0 00	"	0 13
Ham, per lb	0 16	"	0 18
Bacon, per lb	0 00	"	0 18
Tripe, per lb	0 00	"	0 10
Butter (creamery), rolls	0 00	"	0 28
Butter (dairy), rolls	0 00	"	0 25
Butter (tub)	0 18	"	0 22
Lard, per lb	0 00	"	0 16
Eggs, case	0 16	"	0 18
Eggs, henery, per dozen	0 18	"	0 20
Onions, per lb	0 00	"	0 05
Lettuce	0 00	"	0 06
Potatoes, per peck	0 00	"	0 25
Parsnips, per peck	0 00	"	0 25
Turnips, per peck	0 00	"	0 15
Beets, per peck	0 00	"	0 20
Carrots, per peck	0 00	"	0 20
Celery, per bunch	0 10	"	0 15
Chickens, per pair	0 80	"	1 00
Fowl, per pair	0 80	"	1 25
Turkeys	0 18	"	0 20
Geese	1 00	"	1 20
Ducks	1 00	"	1 25

FISH.

Mackerel, half bbl	7 00	"	8 00
Large dry cod	0 00	"	4 00
Medium cod	3 85	"	4 00
Small cod	0 00	"	2 75
Finnen haddies	0 00	"	0 05½
Gd. Manan herring, hf-bbls.	1 90	"	2 25
Cod (fresh)	0 00	"	0 03
Pollock	1 70	"	1 75
Halibut, per lb	0 12	"	0 15
Canso herring, bbls. new	0 00	"	5 75
Canso herring, hf-bbls new	0 00	"	3 25
Shelburne herring, bbl	4 50	"	0 00
Shelburne herring, half bbl.	2 50	"	0 00
Smoked herring, medium	0 07	"	0 08

GROCERIES.

Cheese	0 10½	"	0 11½
Matches, Standard	0 43	"	0 00
Matches, Star	0 40	"	0 00
Rice, per lb	0 03⅝	"	0 03½
Cream of tartar, pure, bbls.	0 19	"	0 19½
Cream Tartar, pure, bxs	0 21	"	0 25
Bicarb soda, per keg	1 70	"	1 75
Sal soda, per lb	0 00⅞	"	0 01½
Molasses—			
Porto Rico, new	0 29	"	0 30
Barbados	0 26	"	0 27
New Orleans (tierces)	0 29	"	0 36
Sugar.			
Standard granulated, yellow bright, yellow, equalized rates.	0 3⅝	"	0 03⅞
Barbados, per lb	0 00	"	0 00
Paris lumps, per box	0 05¾	"	0 06
Pulverized sugar			
Coffee—			
Java, per lb., green	0 24	"	0 26
Jamaica, per lb	0 24	"	0 25
Salt—			
Liverpool, ex vessel	0 00	"	0 00
Liverpool, per sack, ex store	0 56	"	0 58
Liverpool butter salt, per bag, factory filled	0 90	"	1 00
Spices—			
Nutmegs, per lb	0 50	"	0 70
Cassia, per lb., ground	0 18	"	0 20
Cloves, whole	0 12	"	0 15
Cloves, ground	0 18	"	0 20
Ginger, ground	0 15	"	0 20
Pepper, ground	0 18	"	0 21
Tea—			
Congou, per lb, finest	0 22	"	0 23
Congou, per lb, common	0 15	"	0 50
Oolong, per lb	0 30	"	0 40
Tobacco—			
Black chewing	0 45	"	0 52
Bright, chewing	0 45	"	0 74
Smoking	0 45	"	0 74

FRUITS, ETC.

Currants, per lb	0 06¼	"	0 06¾
Currants, per lb, cleaned	0 07½	"	0 08½
Dried apples	0 06½	"	0 07
Grenoble walnuts	0 12	"	0 13
Almonds	0 12	"	0 13
California prunes	0 09	"	0 10
Prunes, Bosnia, new	0 00	"	0 00
Evaporated apples	0 10¼	"	0 10¾
Dates, new	0 04	"	0 05
Peanuts, roasted	0 10	"	0 12½
New figs	0 10	"	0 12
Malaga London layers	1 90	"	2 00
Malaga clusters	2 75	"	4 00
Malaga, black, baskets	2 15	"	2 25
Malaga, Connoiseur, clusters	2 10	"	2 25
Valencia oranges, 420's	4 50	"	0 00
Valencia, Imperial	6 00	"	0 00
Valencia, Imperial, 714's	6 00	"	0 00
Oranges, Jamaica	0 00	"	6 00
Oranges, California	4 00	"	4 25
Onions, Canadian	0 00	"	4 25
Apples	3 50	"	5 50
Raisins, Sultana, new	0 10½	"	0 11
Valencia layers, new	0 06¾	"	0 07
Valencia, new	0 06	"	0 06½
Bananas	2 25	"	0 00
Lemons, Messina	3 00	"	3 50
Popping corn, per box	0 00	"	1 70
Honey, per lb	0 20	"	0 00
Cocoanuts, per sack	3 50	"	4 00
Cocoanuts, per doz	0 00	"	0 60
Evaporated apricots	0 14	"	0 15
Evaporated peaches (new	0 12	"	0 12½
Cabbage, old, per bbl	0 00	"	3 00
New cabbage, each	0 06	"	0 07

PROVISIONS.

American clear pork	22 00	"	24 00
American mess pork	22 00	"	22 50
Domestic pork	21 00	"	21 50
Plate beef	14 75	"	15 25
Extra plate beef	15 75	"	16 00
Lard, compound	0 10	"	0 11
Lard, pure	0 12	"	0 13

FLOUR, ETC.

Buckwheat meal, gray	2 25	"	2 35
Buckwheat meal, yellow	1 75	"	2 00
Cornmeal	3 00	"	3 10
Manitoba hard wheat	4 65	"	4 75
Canadian high grade	4 15	"	4 25
Medium patents	4 00	"	4 10
Oatmeal	5 25	"	5 40
Middlings, car lots	24 50	"	25 00
Middlings, small lots, bag'd.	27 00	"	28 00
Bran, bulk, car lots	24 00	"	0 00
Bran, small lots, bag'd	26 00	"	26 50

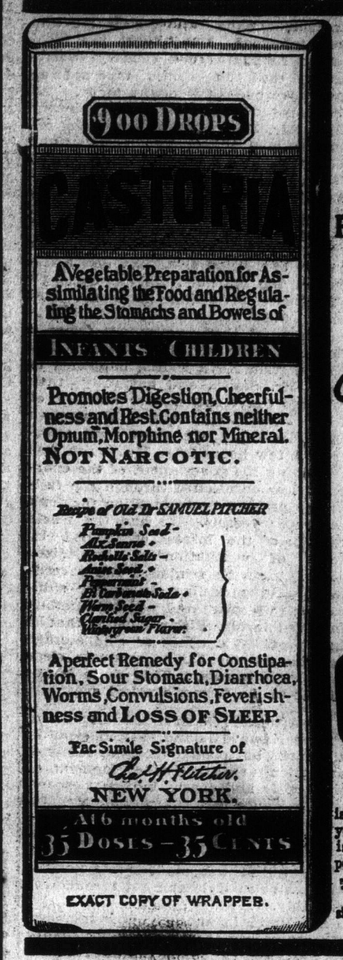
GRAIN, ETC.

Hay, pressed, car lots	12 00	"	12 50
Oats, provincial	0 50	"	0 52
Oats (Ontario), car lots	0 52	"	0 53
Beans (Canadian), h. p.	1 50	"	1 55
Beans, prime	1 40	"	1 45
Beans, yellow eye	0 00	"	3 00
Split peas	4 90	"	5 00
Pot barley	4 60	"	4 70
Timothy seed, Canadian	0 00	"	0 00
Timothy seed, American	0 00	"	0 00

OILS.

Pratt's Astral	0 00	"	0 18½
"White Rose" and Chester A"	0 00	"	0 17½
"High Grade Sarnia" and "Arclight"	0 00	"	0 16½
"Silver Star"	0 00	"	0 16
Linseed oil, raw	0 00	"	0 82
Linseed oil, boiled	0 00	"	0 85
Turpentine	0 00	"	0 62
Seal oil (steam refined)	0 50	"	0 52
Seal oil, pale	0 45	"	0 47
Olive oil (commercial)	0 00	"	1 00
Extra lard oil	0 80	"	0 90
Extra No. 1	0 70	"	0 75
Caster oil (com'cial), per lb	0 09½	"	0 11

OGDENSBURG, N. Y., March 31.—Navigation on the St. Lawrence River opened today.



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NOT ENOUGH MAJORITY.

A Halifax Correspondent on Provincial Railway Legislation.

As It is Now Carried on Under the Crack of the Grit Whip.

A correspondent writes to the Sun:

The assembly now in session in Halifax is composed of 36 liberals and 2 conservatives a majority of 34. Still in a measure now before the house—a bill to construct a railway along the south shore to connect Halifax with Yarmouth—the government has had to apply the party whip and even threaten to resign in order to overcome the reluctance of their own majority. The reason of this is not far too seek. The bill would have been better named one to hand over the revenues of the province to Messrs. Mackenzie and Mann, whose company, the South Western Railway Co., is to receive an advance of $13,500 a mile for the construction of about 208 miles of railway, also a free right of way and free terminals and also a dominion subsidy of from $3,200 to $6,400 per mile. The latter is estimated to be worth $3,200 per mile. The total sum that the government becomes liable for at the end of 5 years amounts to, principal and interest, about $3,300,000, the interest on which at 3 1-2 per cent. would be $115,500. The position of the province to pay present interest charges, ordinary services and the increased interest is seriously doubted. The population has been steadily decreasing in the rural districts for 20 years. In the country districts of Colchester, Cumberland, Pictou and Antigonish—the finest agricultural counties in the province—the population is steadily dribbling out. Even the valley of the Annapolis has not escaped the exodus. In addition to the natural increase of 2 1-4 per cent., the rural communities have lost the past ten years 35,000 people. The province has been running steadily in debt the past 20 years at the rate of $200,000 per annum, so that the debt now amounts to four and a half millions. To meet increased interest charges the government has been inventing new taxes and to some extent reducing road grants. Otherwise the revenue is stationary, except the royalties from the Dominion Coal Co. Mining royalties form nearly one half the revenue, which now exceeds a million dollars. To meet interest charges on a greatly augmented debt the government has to reduce some of the ordinary services, or rely upon a further expansion of the Dominion Coal Co.'s trade. This is so highly problematical and speculative that many friends of the government doubt the proudence of incurring an enormously increased debt on that basis. Mackenzie and Mann's company undertake to pay interest; these astute gentlemen avoid making any personal liability; in default of such payment, the government can foreclose and sell the railway. In making such sale—and this is an extraordinary feature of the transaction—$3,200 per mile, or about $700,000 out of the head of the proceeds, are to be paid to Mackenzie and Mann. It is safe to say that they will do what they can to default interest in order to promote a sale, by which they will either obtain the railway free from all charges or be paid a bonus above all profits of $700,000. Mackenzie and Mann will receive some $19,000 per mile for building the road, exclusive of a free right of way. The province will pay also over $2,000 per mile interest, and in case of a sale $3,200 per mile more. Contrast this sum paid with the $6,400 subsidies paid for nearly 900 miles of railway in this province and in Nova Scotia. The specification has also been lowered in order to enable the company to construct a cheap road.

It is not a matter of wonder that many government supporters were appalled at a contract made apparently for the benefit of Mackenzie and Mann, and when they became restive the acting leader, Mr. Longley, assured them the government would resign if they attempted to amend the bill, and the commissioner of mines in his address stated it was not a question whether the contract was good or bad, it was a question of the existence of the government. This was a practical admission that the contract could not be carried on its merits. In this exigency, those who want a fair railway constructed at a fair price have their eyes turned to the legislative council (which the government has been lately trying to abolish), with the hope that they will justify their continued existence by giving a proof of being able to withstand party pressure and the smiles and wiles of Mackenzie and Mann.

A MASSACHUSETTS MURDERESS.

(Portland Press.)

Miss Jane Toppan, the Massachusetts nurse who was accused of committing no less than eleven murders by means of opium, has, it is reported, been adjudged insane by a board of experts, and will be committed to an insane asylum. The experts who acted for the government were Dr. Quinby, Dr. Jelly and Dr. Steadman. They all agreed that she was insane after they had made several examinations and studied her family history. Two of these doctors were witnesses in the Brainard case, where they testified to the insanity of the accused. Their opinion in the Brainard case was reinforced by the testimony of Dr. Sanborn and several other well known alienists, besides Dr. Thayer of this city. But the state believed it to be its duty to put Brainerd on trial, and the result was a verdict of guilty, notwithstanding there was complete agreement among the experts that the man was insane. Miss Toppan, like Brainerd, is said to appear rational enough to the ordinary observer, and scouts the idea herself, that there is anything the matter with her mind. Yet the experts are convinced that she is insane, and the prosecuting officers will accept the opinion and commit her to an asylum. Evidently in Massachusetts the right and wrong test is not so highly valued as in this state. Neither, apparently, does public opinion demand that a prosecuting officer put a person on trial who has been declared insane by competent and impartial alienists simply because there may be some doubt as to whether she was capable of distinguishing between right and wrong at the time she committed her crime. In this state Jane Toppin would have been tried, and judging from the slight weight usually given to expert testimony on the question of insanity by our juries, convicted of murder in the first degree.

NEW YORK, March 31.—The steamer Pretoria, which was bound for B