

per lb.; good sold at from 3½c to 4c per lb.; lower grade from 2c to 3c per lb.

per lb.; good sold at from 3¼c to 4c per lb.; lower grade from 2c to 3c per lb.
Calves were sold from \$2 to \$10 each.
Sheep brought from 3c to 3¼c per lb.
Lambs were sold from 3c to 4c per lb.
Hogs brought from 6c to 7c per lb.

Chicago Live Stock.
Chicago, Sept. 2.—Cattle—Receipts, 20,000; good to prime steers, \$5.50 to \$6.30; good to medium \$4.25 to \$5.30; stockers

and feeders, \$2.25 to \$4.25; cows, \$2.75 to \$4.00; heifers, \$2.25 to \$5; canners, \$1.75 to \$2.05; bulls, \$2.25 to \$4.40; calves, \$2.50 to \$5.50; Texas steers, \$4 to \$4.70; do., grass, \$3.50 to \$4; western steers, \$3.75 to \$5.20.

Hogs—Receipts, 32,000; mixed and butcher, \$2.75; good to choice heavy,

Sheep—Receipts, 26,000; good to choice

wethers, \$3.75 to \$4; fair to choice mixed \$3.50 to \$3.70; western sheep, \$3.25 to \$4; native lambs, \$3 to \$5; western lambs, \$4.50 to \$4.90.

East Buffalo Live Stock.
Buffalo, N. Y., Sept. 2.—Cattle—Stockers and feeders were in good demand and strong. The general close was dull and

lower. Export stock steady; fancy, \$5.80 to \$5.90; choice to extra, export cattle, of desirable quality, \$5.75 to \$5.90; good to best \$5.35 to \$5.80; good, \$5.35 to \$5.50; export

bulls, choice to extra, \$3.15 to \$4.00; good to extra steers, \$4.50 to \$5.10; good to best butcher steers, \$4.50 to \$4.75; good to best fat bulls, \$3.25 to \$3.50; feeder bulls, \$2.75 to \$3.15; yearling steers, good to choice

\$3.00 to \$4; good to best fat cows, \$4 to \$4.25; medium fat cows, \$3.50 to \$3.75; fat heifers, choice to extra, \$4.50 to \$4.75; good to choice, \$4.25 to \$4.50; stock heifers \$2.50 to \$3.00; 3-fifteen stockers \$2.75 to \$3.00.

\$3.60; Canada stock calves, choice to extra, \$3.50 to \$3.75; good to choice do., \$3.50 to \$3.75; Canada feeders, good to extra, \$3.75 to \$4; milkers, choice to extra, \$50 to \$55

good to choice, \$43 to \$48; springers, choice to extra, \$7.25 to \$7.50; good to choice \$6.75 to \$7; heavy, \$4 to \$4.25.

Sheep and Lambs—Lambs higher; lambs choice to extra \$5.75 to \$6; good to choice

\$5.50 to \$5.75; common to good, \$5.25 to \$5.50; sheep, choice to extra, \$3.75 to \$4.00; good to choice, \$3.50 to \$3.75; yearlings, \$3.25 to \$4.25; mixed, \$3.50 to \$3.75; ewes, \$3.25 to \$3.50.

Hogs—With only 50 loads on sale the best hours of the day, the market opened

active and 5c higher on all desirable grades; heavy, \$6.95 to \$7; mixed, \$6.90 to \$7; Yorkers, \$6.90 to \$7; pigs, \$6.80 to \$6.90; roughs, \$6 to \$6.20; stags, \$4.75 to \$5.25.

Farmers and Stockmen of Ontario

should read The Toronto World's stock and market reports. The information contained therein is con

ceded to be the most accurate and reliable furnished, and for proof ask any York County farmer. Sample copies sent to any address.

CONTRACT IS SIGNED.

Messrs. Mackenzie and Mann Will
Build South Shore Line.
Halifax, N.S., Sept. 2.—The contract for

the construction of the South Shore Line has been signed. The negotiations which were in progress between the government of Nova Scotia and Mackenzie and Mac-

for the construction of a railway from Halifax to Barrington, under aid to be granted by both the Local and Dominion governments, have been concluded. The

contract was signed by Hon. C. E. Chubb on behalf of the government, and William Mackenzie on behalf of Mackenzie & Mann who are incorporated under a provincial charter as the Halifax and South Shore

Railway Company. The Local government at the last session of the Legislature passed a special Act authorizing a loan of \$10,000 a mile for this road. The government has now gone a step further and has

has now gone a step further, and has given a further loan of \$3500 a mile, which, with the Dominion subsidy and the private capital of the company, will, it is believed, insure the construction of the road. The e

fect of this arrangement is that the road will be financed with the government credit, thus avoiding the burdens on traffic which are necessitated by large capitalization and expensive financing. The present

contract covers the construction of a line of railway from Halifax to Barrington, connecting therewith the existing road Yarmouth, and thus forming a complete

line from Halifax to Yarmouth, following the south shore. It also includes the branch from New Germany to Caledonia Northern Queen's, known as the Herve Line. The system covered by the contract

will be 180 miles in length and will cost about two and a half millions of dollars.

MOVEMENTS OF ROYALTY

**Czar, King Edward and Kaiser t
Eyes of the World.**

London, Sept. 2.—The movements, and relations of the royal figures on the European stage make up the bulk of the new

at midnight. It is reported from Copenhagen that the Czar and King Edward will not meet at Fredensborg, as has been pro-

viously announced. If this rumor be confirmed, it will not be proof that anything has gone amiss, but merely that it has been inconvenient to shorten the King's

stay at Homburg and impracticable
alter the Czar's engagement at Dantz
The Czar while on good terms with

King and the German Emperor, must consider the bearings of the dual alliance and give preference to France in ceremonial

visits. He is not likely to single out England for a deliberate affront, and there is no evidence that he intends to do so. The Russian press is more hostile to G

many than to England, and this is an indication that the German Emperor rather than Edward VII would be slighted if the Czar were looking for an opportunity

The King's desire to derive all possible benefit from the waters at Homburg may be a natural explanation if the two

RAJAH HAS A GAY TIME.

Ruler of Judhpur Doing Paris and Other Capitals.
Paris, Sept. 2.—The most picturesque

