

owing to the fact that muskrats had undermined the embankment skirting Mohawk Lake, so that the water flooded the fields instead of going into the canal, which supplies the power for the electric light.

The Board of Education in Kingston has decided to abolish the vertical system of writing, and return to the medial slant style. This will be matter for rejoicing to all Kingstonians who care for individuality in the "written page," and many there are in other places who hope that the return to the good old way may spread.

Mr. W. L. Grant, in an article on "The Study of History in Ontario," which recently appeared in the Canadian Magazine, strongly condemns the history text-books in use in Ontario. "The public school history," he says, "is in some respects the worst text-book in the world." This is strong, but not too strong. Had the object of the compilers of this monument been to instill in children for all time a hatred of the study of history they could not have succeeded more admirably.

Robert Machray, Anglican Primate of Canada, who died recently in Winnipeg, assumed the position of Bishop of Rupert's Land in 1865. Although his bishopric was the largest in the world, being nearly as large as all Europe, Bishop Machray for many years labored rather as a hard-worked missionary than as a potentate of the church, and it is on this account that he has been most loved by the Canadian people. He was also identified with the re-founding and continuous progress of St. John's College. Anglican churchmen considered him the greatest of their number outside of England.

### London Hackney Show.

Scotsmen are jubilant over the results of the judging at the London Hackney Show, which took place the first week of March. Mr. C. E. Galbraith, Terregles, Dumfries, having captured both male and female championships with Administrator and Rosadora. These have now performed this feat twice, the stallion being champion last year, and the mare in 1900. The reserve for the stallion cup was Diplomatist, also owned in Scotland by Mr. Iain Ramsay. Administrator was first in the four-year-old class, not exceeding 15½ hands. In the class for stallions, five years and upwards, not exceeding 15½ hands, Sir Walter Gilbey won with Bonny Danegelt, and it was in the class five years and upwards, and over 15½ hands, that Mr. Ramsay, of Port Ellen, Isle of Islay, N.B., won first honors with Diplomatist. The reserve mare for the championship was Mr. Henry Moore's Lobelia, who was second to Rosadora in the class for mares five years and upwards, over 15½ hands.

The Scottish Farmer says: "Some features of the show are worthy of special comment. Four hundred and ten horses and mares were examined by the veterinary inspectors, and of these only 23 were rejected as unsound under the schedule on which the vets. work. This is a great tribute to the soundness of the Hackney breed. Prior to this show, 4,530 animals had been 'vetted' at London, and of these 4,312 passed, only 218 being rejected as unsound. It seems evident, from these figures, that if the Hackney fails to make headway in Scotland, it is not because of any inherent defect.

"A gratifying feature of this week's event was the reduction in the number of animals with exceptional white markings. In recent years there has been an uncomfortably large number of bright animals, bay or chestnut, having conspicuous marks of identification. This militates against the commercial value of the Hackney. Carriage horses with these embellishments are not in favor, and it is pleasant to be impressed with the number of good hard-colored breeding animals shown during this week. The foreign trade in breeding Hackneys continues brisk."

### Light Farming in Algoma District.

To those who like light farming, and who are well informed and practical, there are offered surely rare chances for success in Algoma, and especially that part of it within marketable distance of the Soo. A large proportion of the soil is most fertile, and plant-growth most luxuriant. Potatoes, roots, grasses and all kinds of vegetables and small fruits are every year produced in the height of perfection, but all garden truck, eggs, poultry, and small fruits are exceedingly high-priced, and most of it inferior as well, having been brought in from outside points and becoming old, stale and wilted in transit, and still advancing rapidly along the stages of decay while on the dealer's stand for sale. A large quantity of early vegetables are brought in from the United States, and it is a pity, as they might be grown for local and outside markets as well. Prices early in March were about as follows: Potatoes, \$1.25 per bag; onions, \$2.50 to \$3 per bushel; cabbage, 2½c. to 3c. per lb.; small heads 10c.; turnips, parsnips, beets, carrots, etc., \$1 per bushel; chickens (old hens, poorly dressed, frozen since fall), 17c. per lb.; chickens nicely prepared for market cannot be had (market fresh stock), 20c. per lb.; eggs (fresh), 40c. to 50c. per doz.; eggs (cooking), 80c.

per doz. Green cucumbers, in the most plentiful season, sell of five cents each, and everything else from the garden correspondingly high. The fact is that the country is new, and the city has grown very rapidly, and outdistanced the pace of the truck farmer.

Algoma District.

J. W. NEWMAN.

### Hallman's Holstein Sale.

The fierce snowstorms and consequent blocking of railways and the common roads of the country contributed towards considerably discounting what, judging from the applications for the catalogue from all over the country, promised to be one of the most successful sales of pure-bred stock held in Canada this year, namely, the offering of 30 head of high-class Holsteins from the noted herd of Mr. A. C. Hallman, Breslau, Waterloo Co., Ont., slated for March 3rd. Owing to the abnormal difficulties of travelling, only a small company succeeded in reaching the farm, and postponement was seriously discussed, but those present meant business, and the sale went on, resulting in what must be considered, under the circumstances, a very fair success. The average price for females over two years figured out at \$138, the highest price being \$340, for the five-year-old cow, Queen Hengerveld De Kol, the purchaser being Mr. Matt Richardson, Caledonia, Ont. The second highest price, \$195, was paid by Mr. A. Lussie, Varennes, Que., for Queen Hengerveld De Kol 2nd, a three-year-old daughter of the highest-priced cow, sired by Mr. Hallman's champion, Judge Akkrum De Kol 3rd. There were not buyers enough present to take all the bulls, and the highest price reached for a bull was \$125, for the yearling, Sir Netherland Akkrum, purchased by Mr. Lussie. The average price for all sold was a little over \$100 each, including the youngest calves. Following is a list of those selling for \$100 and upwards:

Queen Hengerveld De Kol; M. Richardson, Caledonia	\$340
Queen Hengerveld De Kol 2nd; A. Lussie, Varennes, Que.	195
Eugenie Netherland; J. H. Patten, Paris	135
Grace Zeeman; M. B. Shantz, Breslau	135
Eugenie De Kol; T. B. Carlow, Warkworth	125
Lilly Acme De Kol; C. E. Smith, Scotland, Ont.	115
Guillemette De Kol; J. H. Patten	110
Lady Acme's Pearl; R. O. Morrow, Hilton	105
Abbey De Kol 2nd; Lt.-Col. Bruce Campbell, St. Hilaire, Que.	105
Acme's Jewel; Bailey Bros., Nover	100
Minnie De Kol; J. Buchanan, Ella	100
Sir Netherland Akkrum; A. Lussie	125
Judge Netherland De Kol; J. M. Van Patten, Aylmer	100

### Anent the Bay of Chaleur Route.

Mr. W. D. Duncan, of Campbelltown, N. B., writes us, strongly recommending the selection of some point on the Bay Chaleur coast as an export terminus of the great transcontinental railway system. After vindicating the policy of the men who succeeded, in the face of much opposition, in bringing the I. C. R. around the north shore of New Brunswick, he deprecates the fact that nothing further has been done, and that, consequently, the bulk of Canadian trade has been permitted to pass through a portion of American territory, and find an exit at Portland and other American ports. "Is it not time that the Western shipper," he asks, "took a look at the map of his country, and then ask himself why he pays freight on four of five hundred miles extra railway carriage, when he could save all that by shipping via the Bay Chaleur? In these days, when the question of a fast mail and passenger service between our country and Europe is of such moment, the selection of a route along the line of least resistance should be made, and for this condition the Bay Chaleur, navigable at all seasons of the year nearly two hundred miles from its mouth, with safe and commodious harbors, offering by far the shortest way to Europe, is unrivalled by any other body of water on the Atlantic seaboard. To be sure, we need a few wharves—a kind Providence has done the rest. If we intend to compete with the United States, we must use the shortest route. This is a question of supreme national importance and should be treated from a national standpoint; hence, if the gentlemen of the Transportation Commission are honestly seeking for 'an economical and satisfying channel of transportation,' we invite them to look this way. We have the genuine article."

### Coming Events.

Horse and Cattle Show, Calgary, May 10th.  
Treherne Show, August 9th.  
Dominion Fair, Winnipeg, July 25th to Aug. 6th.  
W. A. A. A., Brandon, August 9th to 12th.  
June 28th, Hudson Usher, Queenston, and others, Shorthorns, at Hamilton.

### Helped His Broken Leg.

John Moore, Nipissing, Ont.: I have been laid up this last six months with a broken leg, and it was a great pleasure to me to have your paper coming in every week, when I could do nothing but read.

### The Railway Commission re Port Arthur.

A marked division among the members of the Railway Commission occurred in the consideration of the telephone case at Port Arthur, upon which judgment has been delivered. The circumstances of the case were as follows: Application was made for the connecting of the municipal telephone system with the passenger and freight stations of that town. Objection was taken to this on the ground that under the agreement made between the C.P.R. and the Bell Telephone Companies, the latter was given the sole right of placing telephones in all C.P.R. stations. The question was referred to the Railway Commission, of whom no two were able to agree as to the decision. Mr. Blair, the chairman, held that the agreement between the C.P.R. and the Bell Co. was valid and binding, and that any violation of it legally entitled the companies to compensation. Mr. Bernier believed that the agreement was binding, but held that it could scarcely preclude a municipal telephone system from reaching a railway station; he would give compensation, not because of the agreement, but by reason of the fact that no party had a right to take advantage of another without granting remuneration. Dr. Mills claimed that the agreement, which was virtually a monopoly, was against public interest and public policy, and that, in consequence, the contracting parties to it had no right to compensation. However, since according to Section 10 of the Railway Act, the judgment of the Chief Commissioner is the one which rules in all questions of law, Mr. Blair's decision carried the day, and the Port Arthur system was granted the order, which, however, has been held pending further inquiry and adjustment of the Board regarding terms of compensation.

### MARKETS.

The wheat market remains unchanged, but buyers are a little slow, owing to further declines in the Chicago speculative market. European prices, however, tend to rise, which, no doubt, will effect the prices here. The live-stock market is being watched with considerable interest. Feeders who have prepared export cattle can, so far, find little in the reports to encourage them. Export cattle are quoted at \$4.70 to \$4.90, on the Toronto market, and, on the Montreal market, \$4.80 to \$4.90, but dealers say there is little space offering on the boats and that supplies can easily be made up in Chicago. Not long since, drovers bought in Chicago simply to complete their shipments, but now the inclination seems to be to take Canadian cattle if there is nothing else available. The Toronto hog market is now experiencing considerable activity. Improvements in prices and shipping facilities have opened the way for a rush of hogs to market, with a consequent weakening of the price, which had advanced to \$5.37½, according to the packers' quoted prices, but really to \$5.50. Throughout the country the drovers seem to be fighting for stuff. Buyers for Ontario markets have been forced to compete with those for Quebec points, who pay up to \$5. Following are the quotations:

#### TORONTO MARKETS.

Cattle.—Exporters—Best lots of exporters, \$4.70 to \$4.90 per cwt.; medium, \$4.50 to \$4.60.  
Export Bulls—Choice quality bulls, \$3.75 to \$4; medium to good, \$3.50 to \$3.60.  
Export Cows—Export cows are worth \$3.40 to \$3.75 per cwt.  
Butchers' Cattle—Choice picked lots of butchers', 1,000 to 1,150 lbs. each, equal in quality to best exporters, \$4.40 to \$4.60; good, \$4 to \$4.30; fair to good, \$3.60 to \$3.85; common, \$3.25 to \$3.50; inferior, \$3; canners, \$2.50 to \$2.75.  
Feeders—Steers of good quality, 1,050 to 1,150 lbs. each, \$3.75 to \$4.25.  
Stockers—One-year to two-year-old steers, 400 to 700 lbs. each, \$3 to \$3.50; off-colors and of poor breeding quality, \$2.50 to \$3.  
Milch Cows—Milch cows and springers, \$30 to \$55 each.  
Calves, \$2 to \$12 each, or from \$4.50 to \$6 per cwt.  
Sheep—\$3.75 to \$4.25 per cwt. for ewes, bucks \$3 to \$3.50.  
Yearling Lambs—Choice ewes and wethers for export, \$5.40 to \$6; barnyard lambs, \$4.50 to \$5.  
Spring Lambs—Good spring lambs, \$6 to \$9 each.  
Hogs—Loads of good bacon hogs, 150 to 200 lbs. in weight, \$5.12½ to \$5.25 per cwt.

#### PRODUCE.

##### Toronto Wholesale Prices.

Wheat—For No. 2 red and white, west or east, 94c. to 95c.; goose, 84c., No. 2, east. Spring is steady, at 89c. for No. 1, east. Manitoba wheat, \$1.05 for No. 1 hard, \$1.04 for No. 1 northern, \$1 for No. 2 northern, and 96c. for No. 3 northern at Georgian Bay ports, and 6c. more grinding in transit.  
Barley—No. 2, 45c.; No. 3, 44c.; and 48c. for No. 2, west or east.  
Corn—Canadian, mixed, 38c.; yellow, at 39c., f. o. b. cars west. American, No. 2 yellow, 54c.; No. 3 yellow, 53½c., on the track, Toronto.  
Oats—No. 1 white, 33½c.; No. 2 white, 33c., east;