

skirmishes which have recently taken place north of Polantien signify nothing, yet, almost hourly, the situation becomes more tragic. Port Arthur still remains in isolation, the Japanese at her doors, her fleet practically useless in the harbor, her rations decreasing, and with little probability of immediate aid to encourage the desperate men whom Gen. Stoessel harangues each week, until the shout rises over and over again, "We will never surrender!" Not many miles away the enemies of the beleaguered city swarm, busy as bees, putting forth every effort which will tend ultimately to its reduction. Along the one hundred miles of the peninsula which have come into their hands, they are reconstructing, with all possible despatch, the railway which they themselves destroyed. In Tallenwan Bay they are also busy, dragging the waters with steel nets, to clear it of the mines scattered by the Russians, and employing for the same purpose many divers, whose paraphernalia is so complete that they may remain under water half a day at a time. All this forebodes trouble for Port Arthur, for when Tallenwan Bay is once cleared there will exist nothing to hinder the Japanese from landing the siege artillery which will be used in attacking the town. . . . Further north an aggressive movement on the part of the Japanese army seems to be taking place. During the past week they have dislodged the Russians, successively, from Haicheng, Saimatza, and Sieuyen, all of these towns being on the road to Liaoyang. The Russians look on these skirmishes as a feint to distract attention from Port Arthur, but in European military circles it is questioned whether the Japanese are not really clearing the way for a final assault upon the main body of Gen. Kouropatkin's army, which, to the number of 200,000 men, is still in the vicinity of Liaoyang. Early developments are expected.

NOTES AND NEWS.

"The entire nature of man is the garden which is given him to cultivate."—Gladstone.

Oil, said to be superior to linseed oil for mixing paints, is now extracted from corn.

Mr. George Johnson, Dominion Statistician, says that trade follows the advertisements.

The contract for building the Temiskaming Railway extension has been awarded to Mr. A. R. MacDonnell.

"Farm labor is precisely the least monotonous of any in the world."—Prof. Waugh, in Harper's Weekly.

The Toronto Exhibition directors have decided to recommend the erection of a new art gallery, at a cost of \$16,000.

Dr. Wm. Saunders, Director of the Dominion Experimental Farms, has received an honorary degree from Toronto University.

A cargo of 14,000 birds from Australia was recently brought to London, Eng., on one steamer. They were all disposed of at the dock to dealers.

"It is with narrow-souled people as with narrow-necked bottles, the less they have in them, the more noise they make in pouring it out."—Pope.

The Canadian Associated Press says Earl Grey has been approached on the subject of the Governor-Generalship of Canada, but no definite appointment has yet been made.

A London medical journal says that slaves of alcohol and narcotics run great risks of being buried alive, especially in hot countries, where interment soon follows death.

The plant of the Palmerston, Ont., Pork-packing Company has recently been purchased by Joseph M. O'Mara, of Limerick, Ireland, and is now running to its full capacity.

Huge masses of rock crashing down the side of Turtle Mountain have excited some alarm among the inhabitants of Frank, Alta. There is said to be no danger, however.

William Rogers, a veteran of the Crimean war, died in Toronto recently. He fought at Balaklava and Inkerman, and was also at the siege of Delhi, and at Cawnpore during the Indian mutiny.

Dr. Adolph Lehman, a graduate of the Ontario Agricultural College, and now director of the Agricultural Department of Mysore, India, is home on furlough. He has met with marked success in his work in India.

Mr. Hewitt Bostock, formerly M. P. for Yale-Cariboo, has been appointed Senator, to replace the late Senator Reid. Mr. Bostock, who is one of the youngest members in the House, is at present ranching in B. C.

The Government of British Columbia have decided to issue immediately licenses for prospecting for oil and coal on the two famous blocks in Southeast Kootenay, long held under reserve for railway purposes.

Representatives of the Davies Pork-packing Company, of Toronto, are endeavoring to obtain, through the Colonial and Foreign Offices, a minimum tariff treatment for the admission of Canadian hams into France. The products of hogs are not included in the articles arranged for by the Franco-Canadian treaty of 1893.

The Chinese coolies sent to work in the South African mines will be obliged to serve their employers three years. At the end of that time they may be re-engaged for a further three years period, but six years is the maximum time of contract. A guarantee is given that they shall return to China when the six years have passed.

Hon. John Dryden and Prof. Day started on June 8th on a two months' trip to Europe. While in England they will purchase pure-bred stock for the O. A. C. They will also spend some time in Denmark, studying Danish methods of dairying and bacon production, and hope to gain much information that will be of value to Canadian agriculturists.

A recent explosion in the eleven-story warehouse of the Corning distillery, Peoria, Ill., the second largest distillery in the world, wrecked the entire building. Ten men who were buried beneath the ruins were burned to death. From the warehouse the flames spread to the stock-yards, where twelve large cattle barns were filled with cattle ready for market; 3,200 of the cattle were burned.

On June 12th, the steamer Cape Breton, a coaler, ran into the R. & O. N. Co.'s steamer, Canada, on the St. Lawrence River, three miles below Sorel, Que. Inside of ten minutes the Canada sank in forty feet of water. There were about one hundred people on board, all of whom were saved except five. The Canada was built in 1886, and the loss is placed at \$190,000. The Cape Breton sustained little or no damage.

The statistical report of the traffic through the ship canals at Sault Ste Marie for the month of May shows a most remarkable falling off from the records of last year, the difference up to date being more than 6,000,000 tons. An interesting feature of the report is that the traffic of the Canadian canal is only 47,000 tons lighter than that of the American canal. Practically no ore has passed the Soo thus far this year.

Mr. J. R. Dalmeida, one of the teachers at Ridley College, St. Catharines, Ont., claims to have invented a practical air-ship. It is constructed as nearly as possible like a bird, having wings made of silk and bamboo, which are operated by the feet of the aeronaut. If his airship stands testing satisfactorily, Mr. Dalmeida will take it to St. Louis, to compete for the prize of \$100,000 offered for the best air-motor.

United States transportation companies are raising a tempest because certain U. S. shipping magnates, in direct violation of the regulations governing the coast-wise traffic of the Republic, are allowing goods bound for military stations in Alaska to be shipped via the Canadian route of the White Pass Railway. Canadians may find some amusement in watching this fight between U. S. factions, one of which is thus contending for the right to give patronage to a Canadian line.

Mr. T. Aoyagi, who arrived recently in America, has been sent as a specially-instructed commissioner of the Department of Agriculture of Japan to investigate all conditions under which immigrants from Japan are received in Canada and the United States. The Japanese wish to send no emigrants to any country in which they are not welcomed, and if Mr. Aoyagi's report shows that this condition obtains in America, more rigorous laws against emigration to this continent will be devised.

"The business man who is ever changing his plans, dealing in one line to-day and another to-morrow, will seldom make a success in any line, and the same is true of the farmer who is ever ready to rush into the cultivation of any crop that for the time being promises profit, but with which he may be entirely unfamiliar. He will usually be left by men who stick at the crops they are familiar with, and study their improvement and more economical ways for growing them, for these men grow more expert in their work while the shifter from one crop to another is perpetually gaining nothing but new experience, and paying well for it."—[Practical Farmer.

The Horse Tariff.

(Ottawa correspondence.)

The new tariff has a provision to prevent the importation into Canada of inferior horses. By the resolution introduced by Hon. Mr. Flidding, in his budget speech, the Customs Tariff of 1897 is amended by adding to the schedule of prohibited importations, "Stallions and mares of less value than fifty dollars each." This tariff regulation will keep out of Canada a mongrel class of horses common in the Northwestern United States. The settlers of the Canadian Northwest have suffered much from the mingling of these degenerate animals with better horse stock north of the boundary line. On this account representations from the Northwest have been made, urging the Government to restrict the flooding of Canadian territory with diseased and practically worthless animals. One of the effects of the legislation will be the creation of a better market for home-bred horses. The fixing of the minimum value of imported horses at fifty dollars is expected to meet with the approval even of those who were opposed to an enactment that would raise the cost of working horses in the new country. Horse dealers will, no doubt, be more affected than any other classes by the new tariff.

British Trade and Market Conditions.

(Special correspondence.)

CROP PROSPECTS.

The country looks all the better for the abundant rainfalls we have experienced the last ten days, and with the warm, settled weather now on the haymaking goes merrily forward. At the present time, the oat crop promises to be the best of the white-straw crops, wheat being quite out of the running; while barley is moderately satisfactory. There has been an extraordinarily fine and general blossom on the fruit trees, and a splendid fruit season seems to be assured. A sunny, but not too dry, June is to be desired. At present there is plenty of moisture in the soil, and sunshine is the great desideratum.

THE GRAIN TRADE.

The grain markets continue very quiet, and although there has been no apparent pressure to sell, prices have been weak during the greater part of the week. The quantity of wheat afloat has further increased, and its abnormal size no doubt exercises a depressing effect upon buyers. Unless, however, America is going to resume her normal rate of shipments in August and September, it is probable that too much stress is being laid upon the size of the present quantity afloat, the arrival of a considerable portion of which must be spread over three or four months. There is no improvement to note in the flour trade, the demand generally being of such a meagre character that prices have been difficult to maintain. There has been a fair demand for maize during the week, and prices have been maintained for the most part. Oats remain very quiet, but are without quotable change in values. The stock of wheat in London is estimated at 80,000 qrs.; of flour, at 325,000 sacks, and of oats at 460,000 qrs.

The following are the Mark Lane current prices: No. 1 hard Manitoba wheat, landed, \$8.58; No. 1 northern Manitoba, ex ship, \$8.40; No. 2 northern Manitoba, ex ship, \$8.16; No. 3 northern Manitoba, ex ship, \$7.85. Flour—Some of the first spring American patents, ex store, are selling at \$6.36.

On "The Baltic," yesterday, holders maintained a steady position, but buyers continued reticent. On passage, \$7.44 is asked for Californian, \$7.26 for white Walla, and \$7.32 for red. No. 3 northern, Manitoba, afloat, sold at \$7.35.

EMIGRANTS, GOOD AND BAD.

Judging from the press reports, the class of emigrants taking advantage of this cut-throat rate to New York is hardly the one Canada is anxious to welcome, however much we on this side are pleased to speed their departure. I am glad to learn from the official sources that the better sort of emigrant is still flowing into your country from Great Britain, irrespective of low rates.

PRODUCE SHOPS.

The Canadian Produce Corporation having been successful on the London market, as far as getting the money goes, it now remains for them to prove the statements made in their prospectus. It is stated fifty shops will be opened in London alone. As far as the public generally is concerned, a new company in the field should be to their interests, as prices will probably come down.

CATTLE, MEAT AND DAIRY PRODUCE.

The Deptford cattle trade has been rather uncertain of late, perhaps on account of the weather, which has chanced to be very wet on the market days. The Canadian cattle landed so far have been good, useful lots, and have made from 11½c. to 12½c. per lb. There have been some heavy consignments of U. S. beasts on this market, which have been quoted 13c. for the best, with seconds from 12c. to 12½c. and 12½c. per lb. States sheep are making 14½c. to 15c., and the tendency is upward.

The supplies to-day (Saturday) consisted of 1,244 States cattle and 360 from Canada. The trade was firm, and a few of the best States made 13c., while the bulk sold at 12½c. to 12½c. The Canadians made 12c. to 12½c. per lb.

Bacon.—The market for Canadian bacon has been less buoyant this week, although sales to a fair extent have been concluded. Prices in the early part of the week maintained a high level, but since then a sudden abatement from buying has been experienced, which, with a pressure to sell, has helped to force down prices. The latest market quotations are: Leanest selections, 11½c.; lean selections, 10½c., and prime 10½c.

Hams.—The demand for both the Canadian long and short cuts (green) is good, and firmer rates have occasionally been paid this week. Prices: long cut (green), 12c., 12½c. and 13c.; short cut (green), 10½c. to 12c. per lb.

The butter on the London market is very largely from New Zealand and Australia, and the demand has been fairly good, at the same prices as have been current for some time past, i. e., an average price of 18c. per lb. There is practically no Canadian butter on our market here, but at