SHIP NEWS.

PORT OF ST. JOHN.

Arrived.

March 4—Str Lake Huron, Taylor, from Liverpool via Halifax, Troop and Son, bal.

March 5—Str Dunmore Head, 1447, Burns, from Belfast, Wm Thomson and Co, bal.

Sch Sallie E Ludlam, 225, Kelson, from Mt Desert Ferry, D J Purdy, bal.

Sch Nellie I White, 124, Kerr, from Digby for Port Greville—for harbor.

Coastwise—Schs Josie L Day, 15, Heans, from Digby; West Wind, 25, Main, from do; Aurelia, 21, Scovil, from North Head.

6th—Sch Mary F Corson, Beasley, from Portland, Me, bal.

March 7.—Str Flushing, Ingersoll, from Grand Manan, Merritt Bros and Co., mails, pass and mdse.

Sch Mary F Corson (Am), 241, Baisley, from Portland, D J Purdy, bal.

Sch Mollie Rhodes (Am), Dobbin, from Jonesport, D J Seely and Son, bal.

Coastwise—Schs Margaret, 49, Dickson, from fishing; Brisk, 20, Wadlin, from Campobello.

Cleared.

March 4—Str Halifax City, Newton, for London via Halifax.

Coastwise—Str Cape Breton, Reed, for Louisburg.

5th—Sch Emma, Hunter, for New York.

Coastwise—Schs Louisa, Hargrave, for Point Lepreaux; Harry Morris, McLean, for Quaco; Wanita, Magarvey, for Annapolis.

March 7.—Str Livonian, Whyte, for London.

Sch Rosa Mueller, McLean, for City Island f o.

Sch Ada G Shortland, McIntyre, for Fall River.

Coastwise—Schs Melinda, Reynolds, for Parrsboro; Emma K Storey, Foster, for Grand Manan; Princess Louise, Watt, for North Head.

CANADIAN PORTS.

Arrived.

At Halifax, March 3, schs Arctic, Arenburg, from Porto Rico; Carrie Easler, Page, from New York.

At Quaco, March 3, schs Ellen M Mitchell, Bryant, from Jonesport; Evelyn, McDonough, from St John.

Sailed.

HALIFAX, N S, March 5—Sld, sch Sherbrooke, Martell, for Porto Rico.

Ard, strs Halifax City, Newton, from St John for London; Halifax, Pye, from Boston.

BRITISH PORTS.

Arrived.

At Queenstown, March 4, str Campania, from New York for Liverpool.

At Barbados, Feb 22, bark Hornet, Nobles, from Dundalk.

From Cardiff, March 3, ship Blythswood, Dixon for Esquimalt.

From Barry, March 3, ship J D Everett, Crossley, for Cape Town.

At Demerara, Feb 7, schs I V Dexter, Dexter, from Liverpool, NS, via Barbados (and remained 16th).

At Port Spain, Feb 6, schs Western Belle, Salt, from Barbados; Circassian, Carty, from Yarmouth, NS; 13th, stmrs Taymouth Castle, Forbes, from Halifax via Barbados, etc. (and sailed 14th for Demerara).

Sailed.

LONDON, March 6—Sld, strs Mantinea, for St John; Megantic, for Boston.

MOVILLE, March 6—Sld, str Gallia, from Liverpool for St John via Halifax.

From Cardiff, Feb 28, str Arbela, Smith, for Canary Islands and St John, NB; March 5, str H M Pollock, Newman, for Mobile.

From Demerara, Feb 7, bark Frederica, Ryder, for Mobile.

From Shields, March 4, bark Samaritan, Dexter, for San Francisco.

WATERFORD, March 4.—Sailed, Maria S Hackman, for Halifax.

FOREIGN PORTS.

Arrived.

At Sabine Pass, Feb 26, str Anaces, Robinson, from Bremen via Barbados; sch A E Stevens, from Havana.

At St Vincent, Feb 16, sch Florence R Hewson, Patterson for Macoris and Sandy Hook.

At Cadiz, Feb 25, bark Greenland, Andersen, from Norfolk.

At Rio Janeiro, Feb 26, ship Monrovia, Hibbard, from Pensacola.

At Oporto, Feb 27, brig Darpa, Bradley, from Brunswick, Ga.

At Buenos Ayres, Feb 26, bark Florence B Edgett, Mackay, from Annapolis, NS.

At New York, March 4, bark Kate F Troop, Fownes, from Manila.

PORTLAND, March 4—Ard, sch Hazelwood, from Grand Manan for New York.

CALAIS, March 4—Ard, sch Clifford I White, from New York.

At New York, March 3, sch Rattler, Hunt, from Grand Manan.

PORTLAND, Me, March 6—Ard, str Labrador, Erskine, from Liverpool via Halifax.

Sld 5th—schs Nellie F Sawyer, for New York; Wm Jones and Magie J Chadwick, for do.

PORTSMOUTH, N H, March 5—Ard, sch Thistle, from St John for New York.

BOOTHBAY, Me, March 5—Ard, sch Republic, from St Andrews, NB (broke main boom.)

VINEYARD HAVEN, March 6—Ard and sld, schs Ira D Sturgiss, from Port Liberty for Salem.

Ard, sch Wm Jones, from St John for New York.

At Ponce, PR, Feb 28, sch Olivette, Creaser, from Lunenburg, NS (lost mate overboard).

At St. Johns PR, previous to Feb 24, bark May, Manning, from Lunenburg, NS.

At Montevideo, Jan 28, sch Concord, from Portsmouth, NH, for San Francisco and Yukon River.

At New York, March 4, bgt Westaway, Westaway, from Cape Haytien.

At Rio Janeiro, Feb 28, Avoca, Jackson, from New York.

At Boston, Feb 4, sch Mystery, Richards, from Port Spain.

At Grenada, San Domingo, March 5, sch Viola, Forsyth, from St John (lost part of deckload); sch Ravola, Heans, from Annapolis.

At Rosario, Jan 20, brig Aldine, Heaney, from Buenos Ayres; 22nd, bark Skoda, Lee, from Mobile via Buenos Ayres.

At Pacsagoula, March 4, sch J W Durant, Durant, from Mobile.

At St Domingo City, Feb 14, brig Venturer, Kemp, from Maceio via Barbados (and sailed same day for Macoris, to load for New York).

Cleared.

At New York, March 2, bark Landskrona, Starratt, for Rio Janeiro; brig Curley, Grundmark, for Fort de France via St Pierre, Mart; brig James Brown, Chas, for St Johns, PR; sch Nugget, Mallman, for Yarmouth, NS.

BOSTON, March 4—Cld, sch Morales, for Lunenburg, NS.

At New York, March 3, ship Cumberland, for Melbourne.

At Savannah, March —, bark Calcium, Smith, for Oporto.

At Mobile, March 5, barks Athena, Dill, for Buenos Ayres; G S Penry, for Belfast.

At New York, March 5, bark Albertina, Dill, for Santos.

Sailed.

From Mobile, March 1, sch J W Durant, Durant, for Pascagoula.

From New York, March 3, str Cacouna, Whalen, for Louisburg, CB; brig James Brown, for St Johns, PR; sch Rhoda, Innes, for Ponce, PR (and anchored in Hart Island Roads.)

From Jonesport, Feb 28, sch Hannah F Carleton, for St John, to load for New York.

BOSTON, March 5—Sld, str Halifax, for Halifax; sch Morales, for Lunenburg, N S.

Ard, strs Norseman, for Liverpool; Norse King, for Antwerp; Boston, for Yarmouth, N S; schs Muriel, for Placentia Bay, N F; Hattie C, for St John.

NEW YORK, March 5—Sld, str Umbria, for Liverpool.

Cld, schs Fredie A Higgins, for Grand Manan, NB; Stephen Bennett, for St John.

From St Johns, PR, Feb 23, brigs Leo, Mattson, for Halifax; 24th, Ethel, Love, for Vineyard Haven f o.

From Rosario, Jan 27, barks John Gill, McKenzie, for Boston; 20th, Abeona, Manthorn, for do.

From Bahia Blanca, Feb. 22, bark Tuskar, Pennant, for Rio Janeiro.

From Hart Island Roads, March 5, bark Landskrona, Starratt, from New York for Rio Janeiro; brig Curlew, Grandmark, from New York for Fort de France.

From Las Palmas, Feb 20, sch H B Homan, McNeil, for Macoris and New York.

From Nassau, NP, Feb 3, bgt Ora, Sprague, for New York, having repaired.

From Key West, Mar, bark Sunny South, McBride, for Montevideo.

MEMORANDA.

At anchor in Hart Island Roads, March 2, brigt Curlew, from New York for Fort de France.

In port at Demerara, Feb 16, scs Gypsum Emperor, Morris, from New York; Plata, Sloan, from Fernandina.

Passed Prawle Point, March 5, bark Athlon, Sprague, from London for Sandy Hook.

KINSALE, March 7.—Passed, str Scotsman, from Portland for Liverpool.

ISLE OF WIGHT, March 7.—Passed, str St John City, from St John via Halifax for London.

SPOKEN.

Bark Thomas Perry, Carver, from Leith via Falmouth for Rio Janeiro, Feb 21, 60 miles NNE of Madeira.

Bark Eglantine, from Halifax for Bordeaux, Feb. 18, lat. 41, lon. 51.

NOTICE TO MARINERS.

BALTIMORE, March 1—Pilots report the buoy missing from Point No Point.

PORTLAND, Me, March 1—Notice is hereby given of the following changes in aids to navigation in the first L H District, Me:

Isle au Haut Bay, Me—The fog bell machinery at Saddleback Ledge Light Station, reported disabled on Feb 8, has been repaired.

Saddleback Ledge Shoal buoy, spar, red and black horizontal stripes, has gone adrift.

Halibut Ledge buoy, spar, black, No 3, has gone adrift.

These buoys will be replaced as soon as practicable.

HALIFAX, March 2—The Sisters bell buoy, off Sambro, is reported out of position, having been driven inside the outer breakers. It will be replaced as soon as possible.

PORTLAND, Me., March 4.—Notice is hereby given of the following changes in aids to novigation in the first lighthouse district:

Bass Harbor Head Light Station, Me.—The large fog bell signal operated by machinery at this station, reported disabled Jan. 24, was repaired and put in operation March 2.

Sheepscot River, Me.—Griffith Head Ledge buoy, spar, red and black horizontal stripes, reported adrift Feb. 15, was replaced March 3rd.

TOMPKINSVILLE, N. Y., March 4.—Notice is given by the Lighthouse Board that the first class nun buoy, with perch and ball day mark, known as Southwest Split (west side, buoy No. 12, New York Lower Bay, has been replaced on its station. All other iron buoys in New York Lower Bay will now be replaced as weather and other circumstances permit, notice being given in each case.

NEW YORK, March 5.—The lighthouse inspector of the Third district gives notice that a black spar buoy, numbered 1, has been established on Tuises Rock, in the Mystic River, Conn., about 25 feet E of the shoal spot, in 42 feet of water, and on the following bearings: Outer end of quay wharf SE¼S; middle of drawbridge, NNE.

WANTED.—A Thorough Business Man, with a few hundred dollars capital, can have a Klondike at home. T. W. FORD, Queen Hotel.

NOTICE TO SUBSCRIBERS.

Births, Marriages and Deaths occurring in the families of subscribers will be published FREE in THE SUN. In all cases, however, the name of the sender must accompany the notice.

BIRTHS.

MORRISON—On March 4th, to Dr. and Mrs. J. H. Morrison, a daughter.

DEATHS.

ALLEN.—At Hillsborough, N. B., on March 2nd, of pulmonary consumption, William C., son of Rev. Thomas Allen, in the twenty-sixth year of his age.

BROPHY—At Lower Woodstock, Feb. 23, after a painful illness of twelve months, Patrick Brophy, a native of the parish of Blackville, Miramichi, in his 67th year, leaving a widow and two small children; also two sisters and one brother living in Miramichi. His end was peace.

CRAWFORD—In this city, March 4th, William K. Crawford, aged 83 years.

HANFORD.—At Fort Lawrence Dock, on March 6th, Emma Augusta, aged 47 years, wife of F. S. Hanford, leaving besides her husband, one son and two daughters.

HARTT—At her residence, 66 Garden street, on Sunday morning, March 6th, Emily Mary, widow of the late J. Hammond Hartt, and eldest daughter of the late Benjamin L. Peters, aged 73 years.

PRINCE.—In this city, on March 8th, W. L. Prince.

SMITH.—In this city, on March 7th, William Smith, aged 82 years.

STEWART.—In this city, on March 7th, Jane Stewart, aged 58 years, daughter of the late James Stewart.

LEGISLATURE MATTERS.

The St. John Water Extension Bill—The Osteopathy Bill.

FREDERICTON, March 7.—The municipalities committee met this morning to consider the St. John water extension bill, which provides for an increasing main from Spruce lake to twenty inches and supplying Lancaster with water. E. L. Jewett appeared by counsel to urge that he has inalienable rights to the surplus water in Spruce lake, and if the main is increased to twenty inches his right will be materially affected. C. N. Skinner appeared on behalf of St. John. After a lengthy conference a compromise was agred upon. The bill as amended will provide that Mr. Jewett and others may claim damages. The cost of the proposed extension has not yet been ascertained, and it is not decided to go on with the work, but the bill will provide that within sixty days of the passing of the act the city must publish a notice of its intention to go on with the proposed extension or otherwise. Within thirty days after the above notice by the city all claimants for damages must file their claims. The common council will then have six months to decide whether to undertake the work, and a negative vote of the council will nullify the act. The committee will report the bill as amended.

The law committee had a hot fight over the osteopathy bill, with the result that the committee divided, four to three against it. The bill, however, will go to the house coupled with the report that the committee divided as stated against its passage. Premier Emmerson, Attorney General White and Hon. Mr. Richard voted in favor of the bill and Messrs. Stockton, Fowler, Black and Mott against it. It is stated in the lobbies that the bill cannot pass the house.

Jimpson (severely)—Tommy, never let me hear you use the word "sling" again. Always say "throw." Tommy Jimpson—Yes, paw. And did David really put a stone in his "throw" and kill Goliar?

OTTAWA LETTER.

OTTAWA, March 2—While the question before the house is the Yukon contract, the question before the members is "Will Hardy be able to hold on?" There are at the time of writing some incomplete returns, and no doubt there will be recounts, but at the very best it appears that the Ontario government has a majority of not more than five or six in a house of 94 members, and it is more than likely to have no majority at all. One constituency is vacant, and two more must be before the shattered government can be made whole again. The accidents of the next two months will probably produce a few other by-elections, and if the tide keeps on running against the party as it seems to be doing now, Mr. Hardy must go under. A few weeks ago he had more than two-thirds majority in the legislature. He was supported by the whole combination of patrons and independents, except two members, and seemed to be more secure in power than any other provincial government in Canada. Today his case is perilous, and the chances are decidedly against his being able to retain power any great length of time. Even while the ministry does last, its life will be a burden to the leader. He is at the mercy of every kicker or patronage seeker in his camp. The most insignificant supporter of the government is in a position to hold a revolver at the premier's head and make him stand and deliver.

This change has been effected in spite of many advantages on the side of the government. The opposition fought the battle against tremendous odds. They had against them the power and patronage of two governments, one able, and both unscrupulous. For there is no denying that the Hardy government is an able combination. The ministers are nearly all men of ability and great shrewdness. Several of them are fine speakers, and taken together, there is no device or expedient, worthy or unworthy, known to politicians which they were unable to adopt to keep themselves in power. They held almost the solid vote of the liquor sellers throughout the province by an ingenious process of intimidation. No license could be obtained except through commissioners appointed by the government, and usually selected from among the most efficient campaign operators in their district. The system of colonization roads is an elaborate piece of political mechanism. The lumbermen are almost all to some extent in the power of the minister of crown lands.

In addition to the advantage of local patronage, the government had the full value of federal patronage. In a previous letter it was shown how letters from Mr. Blair were used in Hastings and Northumberland and elsewhere on the line of the Trent Valley canal. The city of Kingston seems to have been carried for a minister by the patronage of the dominion railway department. Along the line of the canal, the same influence was used. In the city of Ottawa, government patronage was employed to the utmost, and a prominent railway man who has something to hope for from the Tarte combination, operated effectively in several counties through which his railway runs.

In the face of all these influences, and in spite of the fact that the opposition led by Mr. Whitney is not provided with many leading members of provincial reputation, the conservatives have made enormous gains all over the province in a straight party fight. It would appear that they have received a substantial majority of the total vote. Had Mr. Whitney gathered about him a few men well known for their ability as speakers and their capacity to rule, there would have been no doubt of his success. It is said that he has behind him a number of capable men, and some young members of exceptional force and capacity. But they have yet to acquire their reputation, and could not be expected to command the personal influence outside of their constituencies that is enjoyed by the leaders of the party now in power. It should have been mentioned above that among the influences in favor of Mr. Hardy was the large contributions of foreign lumbermen operating in Ontario, and the equally large receipts from contractors and others personally interested in the success of the ministry. The vote obtained by Mr. Whitney and his supporters is the result of a spontaneous popular movement which was larger than even the party leaders expected, and was manifested without the use of an elaborte organization, and notwithstanding the absence of campaign funds sufficient to carry on properly the machinery of the campaign.

The most significant feature of the change is the return to the conservative party of the revolters who during the past few years left the ranks without going into the other camp. In the last house there were seventeen patrons and independents. In this house there will be only three. Of these, one was elected by conservative votes in the absence of the straight party candidate. Another, whose majority is a thousand, has during the last term voted invariably with the conservative opposition. It is even stated that the third independent will practically be a member of the Whitney party. The leader of the patrons, Mr. Haycock, has gone down in the struggle and his seat is now held by a conservative. The same fate has happened the three most conspicuous of his supporters. The four patron members of the dominion parliament from Ontario have the satisfaction of seeing their constituencies captured by conservative members of the house of assembly. Simcoe and Grey, two counties in western Ontario, which return six members, elected a single conservative in the last assembly. The independent movement, largely through the influence of Dalton McCarthy, had taken them either into the liberal or patron camp. In the new house five of the six members will be conservatives, and Dalton McCarthy's own constituency will be represented by one of them.

It will not be pleasant for Mr. McCarthy to read in London the returns from the West Riding of Simcoe. Great publicity has been given to a letter written by him to Mr. Currie, the patron candidate in his own constituency, in which the patron was endorsed against the conservative. It has been said by some that this letter marks the final severance of Mr. McCarthy from the conservatives. But the letter itself shows that it does not indicate any remarkable change in Mr. McCarthy's mind in the last two years. The following sentence contains the gist of the whole matter: "A year ago I promised that in return "for your assistance in my contest "on independent lines against the "members of both political parties I "would do what I could for you "should you offer for re-election." Mr. McCarthy goes on to give other reasons for supporting Mr. Currie, but in view of the above explanation they would seem to be superfluous.

In this contest Mr. Currie was running against a conservative and no liberal was put in the field, but the patron candidate has been defeated by 300 majority. This looks ominous for Mr. McCarthy himself, when his time comes. It is possible, however, that Mr. Carthy will not desire to continue a political leader much longer. He has not been in the house more than four or five days this session, and is now off to England on law business. Last year, notwithstanding the important business that was before parliament, the time he spent in the house was certainly not equal to six full days, and most of this time was odds and ends of periods when he was attending the supreme court. It was during the session of court that he was here this year also. It seems hardly possible that a man whose attendance on parliament is merely incidental to his law business can continue in a position of political prominence. Even his constituents may conclude that they ought to be represented by a member who will represent them in parliament.

It is not astonishing that the patrons should have disappeared from the legislature. No doubt the farmers' movement was a sincere and earnest attempt on the part of the farmers themselves to secure their rights and interests, but the politicians who obtained their election through this movement have done very little to justify their appearance in public life. Those who went to Toronto seemed to have fallen into line behind the Mowat and Hardy ministry with proper docility. Those who came to Ottawa have never, so far as I can remember, given a single vote against the Laurier-Tarte government. They stumped the country and appealed to the farmers against the high duties on farm machinery and other articles of common use among their class. Yet they have voted steadily with the government which has retained these duties, and even increased some of them, and which is in closer alliance with the protected manufacturers of mowing machines and other machinery than the late government ever dared to be. The farmers of Ontario were caught once with specious promises, but they know enough not to be caught again, and the first vengeance they take is against their own betrayers. The election of yesterday is a sign of what the farmers will say when they get a chance to show the Ontario ministers and their followers what they think of them.

It is interesting to note that the people of Hastings west did not vote for Bleecker and the Trent Valley canal. Mr. Blair's letter seems to have been seed cast on stony ground. Possibly the canvass may have reduced Mr. Morrison's majority, but it has not prevented the capture of the seat from the government candidate. Among the happy men in room No. 6 is Col. McLennan of Glengarry, who comes back from his district, comprising the extreme east, with the scalp of two grits and one patron in his belt. In his own county of Glengarry Mr. McPherson, "the cheese king," has gone down in the smash. Col. Hughes came in last night in a fervor of excitement with a couple of victories and Ontarios to his record. Dr. Sproule, who went west to attend to the Greys, and Mr. Bennett, who was among the Simcoes, are each able to report a solid conservative contingent from the three ridings of their county. It is a great day for room No. 6.

From all parts of the province except Mackenzie's home in Victoria, the word comes in that the Yukon deal was one of the chief features of the contest. Mr. Hardy may not have had much to do with this bargain, but he has got the benefit of Sir Wilfrid Laurier's support and bears the penalty of the federal government's misdeeds. From the rural districts, from the greater cities and the towns there is a universal protest against this astonishing Yukon bargain, and there is also no doubt that the liberal party in Ontario are finding that some of Sir Wilfrid Laurier's colleagues, for instance Mr. Sifton, Mr. Tarte and Mr. Blair are a hard load to carry. A year ago when the returns for the election in Nova Scotia came in, Mr. Fielding had some fun with his opponents from that province. It is not likely that Sir Richard Cartwright will be anxious to discuss the Ontario campaign as incidental to the debate before the house.

Yesterday's discussion of the Yukon bill was rather interesting. Mr. Bostock, who opened the debate, is a wealthy young Englishman, a Cambridge University graduate, who is said to be "blowing in" $40,000 a year in British Columbia. He is a singularly poor speaker for an educated man, but is credited with ability and earnestness. His argument was mainly a repetition of that of the minister of the interior.

Mr. Dobell, one of the business men of this business men's government, is a sort of mystery. He is no doubt a clever business man, who has built up a large trade in Quebec city and made himself rich by his own ability. He has made himself richer by marrying a daughter of the late Sir David McPherson, and when the day after the election he left the conservative camp and went over to the government side to take a place in the cabinet, he seemed to be an important accession. But for some reason not very clear, the house on both sides has entered into a conspiracy not to take him seriously. When he jokes, the members decline to laugh; but they make up for it by laughing when he says solemn things. There was nothing particularly humorous in his expostulations against the course of the opposition in attributing wrong motives to the government. It was not intrinsically funny for him to say that the ministers were determined to do right and dared not do wrong. Yet the house persisted in being amused. When Mr. Dobell contended that the contract with Mackenzie and Mann could not be broken and that it was useless to talk of another tender, Mr. Maclean inquired what a "provisional contract" was and what was the use of referring the matter to parliament at all. Mr. Dobell evaded this issue by reproaching Sir Charles Tupper for his reflections upon Sir Wilfrid Laurier. It seems that Sir Charles once intimated that Sir Wilfrid talked too much and "wore his heart on his sleeve." Mr. Dobell contended that this was a compliment and proceeded to read from an unabridged dictionary the definition involved in the words quoted. He got on very well until he reached the word "guileless," "simple minded," when the reading was drowned in a burst of opposition laughter, in which the ministers themselves joined in a constrained sort of way. Mr. Dobell did not get his definition completed and made an embarrassed and sudden ending of his discourse.

The two opposition speeches were made by Mr. Ives and Mr. McDougall of Cape Breton. Mr. Ives devoted his time to a discussion of the probable effect of the transaction on the mining community. He pointed out that while the free miners were making their living out there, and were obliged to pay ten per cent. royalty, this concern was only required to pay one per cent. While the miners paid an annual license fee, the contractors were subject to no charges. The miners were obliged to pay for certificates before they were allowed to hire out as working men, while the contractors could turn in all kinds of employes on their grounds, Chinese, Indians and cheap labor of any kind, and none of them would be obliged to have free miners' certificates. The free miner is obliged to operate his claim incessantly. If he stops work seventy-two hours his lease may be forfeited. The contractors can suspend operations for months or years without forfeiture or penalty of any kind.

Mr. Ives thinks that these distinctions will be strongly resented by the miners on the ground. There will be a bitter feeling, which will make it harder to keep order in the country. Moreover, if valuable mines are discovered on the company's property it will be impossible to keep the miners out of them. They will jump the claims and it will require a large force to protect the company's lands. Yet the government will have to do it, or be liable for damages.

Mr. McDougall's address was not completed when the house adjourned and will be discussed in a future letter.

S. D. S.

THE MARKET FOR OATS.

(Montreal Trade Bulletin.

There has been a decided change in the market for oats during the past two weeks, prices having declined within that period fully 2c. to 3c. per bushel, with large quantities yet to be marketed both in Ontario and this province. We have been shown letters from the country during the past few days, stating that in sections where a short time since oats were selling at 31½c., they can now be bought at 28c. f. o. b., showing a clear drop of 3½c. per bushel. A lot of 15,000 bushels was offered to an exporter here on Monday last by a country dealer at 32¾c. for export, but they were refused, 32½c. being the best bid. Several of our country subscribers who have called upon us this week from points in Quebec and Ontario, say there are plenty of oats in farmers' hands. During the past season commencing in May last, about 7,000,000 bushels of Canadian oats have been shipped from Montreal, St. John and Portland, against about 4,000,000 bushels for the corresponding period last season, showing an increase of about 3,000,000 bushels. The prices realized this season, however, were considerably higher than those ruling for the previous season, as they are shown to be about 11c. to 12c. above that of a year ago.

There has been an advance in creamery butter in Montreal lately, owing to large export demand. But the price is still only 18 to 20c.

A TOP NOTCHER.

This is the name one of our customers has given the famous

Union Blend Tea.

Remember when buying that it is sold in lead packets only.

YOUR GROCER SELLS IT.

Geo. S. DeForest & Sons.

WINTER PORT ITEMS.

(From Saturday's Daily Sun.)

The mail steamer Lake Huron brough out about 1,800 tons of cargo, so that the work of loading the vessel will not be begun till this morning. The Huron will have 450 head of cattle this trip.

The Allan-Thomson steamer Livonian is filling up rapidly. Her live stock, 427 head of cattle, will be here about 5 o'clock this morning. They are from Chicago. Walter Roffey, the well known Montreal cattle man, is here looking after this shipment.

There is a lot of stuff here for the Head liner Glen Head, which loads for Belfast.

(From Monday's Daily Sun.)

All the berths at Sand Point are now occupied and the place will present a busy appearance during the next few days.

The Head liner Glen Head will begin loading today.

The Dunmore Head arrived Saturday from Belfast. She made a good run out.

The Furness steamer Damara, at present in London, will come here direct, calling at Halifax only on the return voyage.

The Allan-Thomson steamer Livonian will probably sail for London today. Her cargo was almost all in Saturday. She will take in this morning the 427 cattle which arrived here from Chicago Saturday.

The work of discharging the mail steamer Lake Huron was completed at an early hour yesterday morning. She took in a lot of grain yesterday and will be loaded so as to get away in good time. She will have 450 cattle this trip, which will be here tomorrow.

The Furness liner Halifax City sailed Saturday morning for London via Halifax. She took away from here 20,000 bushels of oats, some 300 barrels of apples and a lot of lumber and general goods.

The Donaldson steamer will probably sail Tuesday afternoon for Glasgow. Her cargo will consist of 17,000 bushels of peas, 8,500 of wheat and 80,000 of oats, 300 tons of flour, 60 standards of deals, a quantity of meats, cheese, hay, etc. Her live stock 200 head of cattle, 827 sheep and 17 horses, will be here today.

The Mantinea of the Allan-Thomson line left London yesterday for this port.

The mail steamer Gallia sailed from Liverpool for this port Saturday, and from Moville yesterday.

(From Tuesday's Daily Sun.)

The Head liner Glen Head got the greater part of her grain yesterday, and will probably sail for Dublin and Belfast on Saturday.

The mail steamer Lake Huron has got her grain and is now filling up with general stuff. Her cattle, 450 in number, will be here today.

The Donaldson steamer Concordia has taken in her grain and is almost filled up. Her live stock, 201 head of cattle, 900 sheep and 17 horses, arrived here yesterday.

The Dunmore Head of the Head line will move up from the C. P. R. wharf to the front of the Connolly wharf as soon as the Glen Head has received all her grain. The Dunmore Head goes to Dublin, and there is a full cargo here for her.

The Allan-Thomson steamer Livonian will sail about 11 o'clock today for London. Her cargo will be made up of 34,000 bushels of wheat, 8,000 of rye and 20,000 of oats, 5,000 boxes of cheese, 95 standards of deals, 24 carloads of wood pulp, 23 carloads of hay, 394 sacks of peas, 3,500 sacks of grape sugar and 427 head of cattle.

BENEFITS FROM WATER DRINKING.

(From the Youth's Companion.)

When it is considered that the body is made up very largely of water it can readily be understood how important to health is a constant supply of this fluid. Many people have a notion that the drinking of water in any amount beyond that actually necessary to quench thirst is injurious, and, acting on this belief, they endeavor to drink as little as possible. The notion, however, is wide of the truth. Drinking freely of pure water is a most efficacious means not only of preserving health, but often of restoring it when failing. All the tissues of the body need water, and water in abundance is necessary also for the proper performance of every vital function. Cleanliness of the tissues within the body is as necessary to health and comfort as cleanliness of the skin, and water tends to insure the one as truly as it does the other. It dissolves the waste material, which would otherwise collect in the body, and removes it in the various secretions. These waste materials are often actual poisons, and many a headache, many rheumatic pains and aches, many sleepless nights and listless days, and many attacks of the "blues" are due solely to the circulation in the blood or deposit in the tissues of these waste matters, which cannot be got rid of because of an insufficient supply of water. Water is accused of making fat, and people with a tendency to corpulence avoid it for that reason. But this is not strictly true. It does undoubtedly often increase the weight, but it does so because it improved the digestion and therefore more of the food eaten is utilized and turned into fat and flesh. But excessive fat, which we call corpulence, is not a sign of health, but of faulty digestion and assimilation, and systematic water drinking is often employed as a means of reducing the superfluous fat—which it sometimes does with astonishing rapidity.

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