

**LINDSAY MARKETS.**  
OFFICE OF THE LINDSAY WATCHMAN.  
LINDSAY, ONT., March 17, 1892.

Fall Wheat per bushel, old.	\$0 85 to 0 00
Fyfe do do.	0 00 to 0 30
Spring do.	0 00 to 0 85
Goose do do.	00 to 0 75
Flour, new process.	2 20 to 2 40
Flour, mixed, roll.	2 40 to 2 60
Strong bakers.	2 45 to 2 65
Barley, per bushel.	42 to 0 55
Peas, do.	0 00 to 0 58
Peas, large do.	0 70 to 0 90
Oats, do.	0 00 to 0 28
Potatoes per bushel.	0 25 to 0 31
Butter per lb.	0 16 to 0 17
Beef.	0 05 to 0 07
Eggs, per dozen.	0 16 to 0 17
Salt, per barrel.	0 00 to 1 50
Straw, per load.	3 00 to 6 00
Wool.	0 18 to 0 20
Hides.	0 00 to 0 30
Wood.	2 00 to 4 00
Bacon, per lb.	0 09 to 0 10
Mess Pork, per bb].	0 00 to 17 50
Hay, per ton.	6 00 to 8 00
do extra Prime.	0 00 to 00 00
Shorts per ton.	17 00 to 19 00
Lambskins.	0 50 to 0 60
Sheepskins, pelts.	0 50 to 0 60
Live Hogs.	0 00 to 5 00
Flax seed per 100.	2 00 to 3 00
Dressed Hogs, per 100lb.	4 50 to 5 00
Rye.	0 00 to 0 75
Bran per ton.	16 00 to 18 00
Mixed Chop.	1 10 to 1 20
Screenings.	90 to 1 00
Alsike Clover.	7 00 to 8 00
Red Clover.	3 75 to 4 25
Timothy Seed.	1 50 to 2 00
Cori Chop.	1 75 to 1 85
Oat Chop.	1 20 to 1 30
Pea Chop.	1 20 to 1 30

**Toronto Markets.** March 15.  
Cable quotations to-day advanced 1d on red wheat and declined a halfpenny on white wheat and corn, with markets quiet. In the States markets were generally the turn easier, and this in face of a decreased quantity of wheat in sight. The local market was dull and inactive nearly all over.  
Flour—Nominally unchanged; still no enquiry reported.  
Wheat—Inactive and values, to all appearance, unsettled; fall lying north and west was obtainable as before at 88c, but no movement reported, though at the close there seemed to be some pending; at the call board No. 2 fall was wanted at 92c, but none offered; spring on the Midland was obtained at 87c straight. Manitoban appeared even more unsettled than Ontario; No. 1 hard being asked for at the call-board for \$1.03 and offered at \$1.05, with No. 2 hard offered at \$1 and 97c bid.  
Oats—Much as before; mixed on the track changed hands at 33c, and mixed lying eastward sold at 29c; the demand, however, did not seem very active.

**A Runaway Accident at Peterboro'.**  
PETERBOROUGH, March 11.—A runaway accident attended with serious results took place on the Bridgenorth road last night, Mr. Mat. Dean of the Snowdon livery, of this town, and Messrs. Wm. Thompson and F. Dixon drove out to Bridgenorth about nine o'clock, with a spirited horse attached to a covered buggy. The road was frozen in places and very slippery, and when returning, and about four miles from town, the horse took fright at the slewing of the buggy and bolted. Mr. Dixon was the first to be thrown out, and fortunately escaped unhurt. He picked himself up and walked home, his family living in the extreme northern part of the town. Mr. Thompson left the buggy a little further on the road, struck on his head, and lay insensible by the roadside. Mr. Dean was thrown out about a mile from town, and he, too, was stunned. The two men remained on the road until between two and three o'clock this morning, when two strangers en route to Bobcaygeon found Dean and carried him into a neighboring house. Dean was not seriously injured, but had two slight cuts in the head. Mr. Thompson had not escaped so well. He had no fur coat like Dean and his hands were bare. He was carried into the nearest house and medical aid was summoned from town. It was found that his two hands were frozen, the right one very seriously and the left not so badly. His right ear and temple were also frozen and his head bruised. He was brought home, and it is hoped his hand will be saved. Had he remained exposed one hour longer death would surely have resulted. The runaway horse was found in town to-day. The young men are all well known, and the occurrence created great excitement in town.

**Mr. Wiman Talks.**  
CHICAGO, March 14.—In an interview here yesterday Erastus Wiman said: The English Government is under tremendous pressure now from the Canadian Government, which, being Tory in complexion and strengthened by the recent elections, is in a mood to insist that the Canadian sealers be protected and given equal rights with American on the high seas. Besides, the coming contest in England between the Tories and Gladstone and the Liberals makes it incumbent that a diversion of some kind be created to ensure the Tory success at the polls. Nothing will so fire the British heart with enthusiasm as anything calculated to maintain the fiction that Britannia rules the waves, and under such circumstances, it is not improbable that a vigorous foreign policy will prevail during the coming summer, in which the peace of the world may be threatened. Actual hostilities are doubtful, but many a war has sprung from less serious causes, and it is a fact that party exigencies have caused one-half of England's wars. At any rate no party was ever in greater straits than is the Tory party now.  
"The threat of retaliation," continued Mr. Wiman "in the shape of the abolition of the bonding privilege which allows goods destined for Canada to pass through the United States without duties, and vice versa, would be a two-edged weapon, far more hurtful to Chicago, Detroit, the

Twin Cities, Boston and New England than to Canada. If this is the only retaliatory measure Canada has to fear, after suffering the terrible exclusion imposed by the McKinley bill, it will have no effect on the popular sentiment in Canada, except to solidify the adhesion to British connection and to strengthen the determination to keep independent of the United States."

**A Great Railway Move.**  
What was probably the initial move on the part of the various associations of railway conductors, brakemen and possibly firemen, throughout America towards a concerted plan to compel the railways to abolish the system of wages by a gradual scale which has been made by employees of the Grand Trunk railway. The general belief among railway officials is that these organizations have agreed to demand an increase of pay from all roads, and, in the event of failure, to cause a general strike previous to the opening of the World's Fair in Chicago next year. The principal roads which will be affected by such a state of affairs coming to pass are the Grand Trunk, Erie, New York Central, West Shore, Rome, Watertown and Ogdensburg, Pennsylvania, Baltimore and Ohio, all the Vanderbilt lines and the great number of roads entering Chicago from the west. It is supposed to be the object of these men to take the lines at a time when they will have no other recourse than to comply with their dictation. The demand that these associations have made on the Grand Trunk is that eight hours shall constitute a day's work, for which every conductor, irrespective of length of service or ability shall be paid \$3 per day, and every trainman \$1.75 per day. In other words, they ask an average increase of from 10 to 50 per cent. The railway company made a reply offering an increase, but not on the lines proposed. The company's offer has not as yet been accepted, and the trainmen have notified the company that they have summoned the heads of their respective orders to come to Canada. Exactly what the offer of the company was, neither the officials of the company nor the men will state, but it is understood that it proposed an average increase of about 10 per cent. It is also stated that on account of a deep-rooted jealousy between the Brotherhood of Engineers and the Fireman's Association the former will not take part in the movement.

**Calamity on a Cattle Ship.**  
LONDON, March 14.—Seven men out of 14 who slept in the fore-castle on the steamer Navarro, which sailed from Boston for London on Feb. 17, were found dead in their bunks the second morning out. In addition to the crew she carried 14 cattlemen, one boss foreman and two refrigator men. The 14 cattlemen slept in the fore-castle in rather close quarters. The weather was cold and stormy, the men tired and sleepy, and some one suggested that a fire be piled high with coal. This was done, and some one else closed the port holes. None of the men noticed the lack of ventilation until too late. One by one the men dropped asleep, aided, doubtless, by the gaseous atmosphere. As the hours rolled on the gas became denser and the men in the upper bunks were enveloped in its deadly embrace. In the morning, as the men did not appear at the usual hour to attend to the wants of the cattle, the captain ordered them routed out. The boss cattle man and some of the crew entered the fore-castle and were almost overcome by the deadly atmosphere. They found seven men dead and seven almost dead. None of the latter were out of danger for two days, and one man hovered between life and death for five days. It was plain to be seen that the men had been poisoned by coal gas. The quality of the coal undoubtedly had a bearing on their death. The coal was so bad that the vessel was 24 days on the voyage, and the captain ascribes the length of the voyage as much to the quality of the coal as to the high winds. The seven dead men were buried at sea. In the Leeds district the strike is severely felt. Nearly all the large mills and the iron and steel works are reducing the number of their employees or suspending work altogether. A number of trains on the Lancashire and Great Northern railways have been taken off.

**Foreign Gossip.**  
The German Emperor has ordered the army to go into mourning for three days owing to the death of the Grand Duke of Hesse.  
The French bark Achille has been sunk in collision with an unknown steamer in the English Channel. Five of the bark's crew were drowned.

Two high officials in the Accountant-General's Department, Paris, have been arrested by order of M. De Freycinet, Minister of War, on the charge of committing frauds that endanger the national defences.  
A despatch from Constantinople states great excitement has been caused there by what the police claim is the discovery of a plot to assassinate the Sultan Abdul Hamid.  
Much excitement is felt about the health of the Duke of Manchester, who is spending the winter with his sister, the Duchess of Hamilton. He is barely able to move from one room to another. The Duchess of Manchester is in Nice.

There is discontent in diplomatic circles in London over the promotion of Michael Herbert to be secretary of the British Legation at Washington. He rises at one bound over the heads of 27 of his seniors in the service.  
Flintshire, in Wales, appears to be the only place where the order of the Miners' Federation to quit work has not been obeyed by the members of the association. The latest estimate of the number of miners who are now idle places the figures at 350,000. The miners who have quit are observing the "strike" purely as a holiday. There is no excitement whatever.  
Report says that the Duke of Devonshire's house in Piccadilly will shortly be placed in the market. As the house, with its extensive grounds, is valued at \$5,000,000, it is not likely to be purchased for a private residence. No one would care to pay what is tantamount to a rental of \$200,000 a year for a London house.

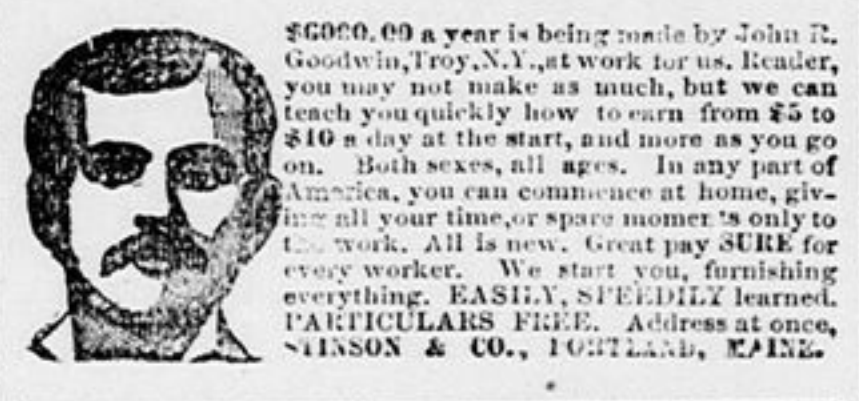
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