Daily British Whig.

REMINDERS.

THURSDAY.

Regular Meeting of St. John's Lodge, No. 3, at 7:30 p.m.

FRIDAY.

St. Paul's Sunday School picnic at Glenora leaves at 1:30 p.m.

Match of rehearsal cricket at Crystal Palace ground at 1 p.m.

Stock of block and furniture at Magrath's store 10 a.m.

BICYCLE FEATS.

The man on a bicycle is not to be outbeaten by a trotting horse in the constant improvement in the records for speed. Soon 200 miles in 24 hours will be an ordinary ride for a practical bicyclist. The record runs every week. Lately a Scotchman did 220 miles. A Lincolnshire rider has beaten him by two miles and a quarter, and now the *Bicycling Times* is able to chronicle the performance of 232½ in a single day, from midnight to midnight, the champion of the road being G. W. M. Brown. This is the quickest time yet made; but bicyclists will not be satisfied until ten miles an hour is regarded as an ordinary journey, whatever the wind and rain. It looks as if the two-wheeled equine is going to dismount the four-legged one badly on a long journey in parts of the country not accessible by means of the iron. It may become a very useful toy, indeed.

RESPONSIBILITY.

The Hamilton *Spectator* quotes with satisfaction the act of the Week in calling the attention of the Government of Ontario to the absence of S. S. Peck, stipendiary magistrate of Haliburton, and the complaints regarding the administration of justice there. We are glad to find our contemporary committed to the very sensible doctrine that it is mistaken kindness in party papers and party Governments to attempt to shield the shortcomings of friendly officials. Therefore we hasten to lay a case before it, with the fullest confidence that it will expose it as earnestly as it has done that of Mr. Peck. The subjoined extract is from the Conservative organ in Quebec province, the *Telegraph*, and will be accepted by the *Spectator* as orthodox in the highest degree:—

"The newspapers are discussing the question whether the expenses of Mr. W. H. Fraser, the Dominion Appraiser, during his recent trip to Great Britain, were paid by the Government. It is stated that he received a cheque for $400 on starting, and that he performed certain services connected with his department while on the other side of the water. On the other hand it is declared that he was paid his expenses by the department, and it is stated that his trip was one of pleasure and private business. A more important question, as it seems to us, is whether the statement is true that Mr. Fraser is connected with a private company engaged in the iron industry and that his visit to Great Britain had relation to that business. If this was the case, we cannot understand how, in view of the very proper rule laid down by the department, that customs officers shall not be engaged in trade, he continues in the important position of Dominion Appraiser."

Mr. Fraser was the Tory emissary so prominent in missionary efforts in the election of 1878.

COOL ALL ABOUT US.

This is a cool year and the Street Railway Company must have borrowed a large share of its frigidity, that is if it needed the transfusion. It is adamantine in its stability; nothing not legal dynamite apparently could move it. The City Council is clearly unable or unwilling to do it. The disgraceful condition of the track upon Princess and Union Streets has been so repeatedly called attention to and is so much the bounty complaint of people who drive upon them, that it has become a scandal of the healthiest description. The complaints have as much effect when raised upon the Kingston Street Railway Company, however, as water has upon a duck's back. The duck may even be momentarily disturbed, but the Company is never surprised out of its perfect composure. The most remarkable spectacle, though, is not the continuous pond along the track, nor the rails sticking away up as a beautiful fringe to Lake Huntington and the lesser ponds, but the equanimity and forbearance of the City Council. Occasionally it will discuss the matter and instruct the city officials to write formal notifications of legal proceedings and then—stop. The Company understands the game of Peek-a-boo very well, and thus the farce goes on. It is well that the honesty of the Council has been so long an unassailable quality, or the people would give credence to recent charges of interested favouritism.

The Council is said to refrain from acting for fear of closing up the railway. This is a very mistaken policy; the disruption would be the very best thing that could happen in the public interest. The present company is lacking either the capacity to run the road, or the honest independence to give it up when it cannot afford to keep the track in half-decent condition. The city will have a railway in any event, for a number of persons have shown their willingness to undertake it as a personal enterprise. In another sense the forfeiture of the existing charter would be a vast gain to the public; it has a lease for ninety-nine years, the city thus virtually surrendering its streets in a fit of carelessness for three successive generations. The sooner this blunder is retrieved the better, and if the Council has any desire to be of public service and not stand forth as an impotent body which any tottering company can laugh at as it pleases, it will take decisive action at once. If the taxpayers have to pay a few claims for damages for accidents their present complaint will be increased to a pretty loud outcry.

Remember the popular HERO encounters no rough water in her ramble to Clayton and the 1,000 Isles on Saturday next. Tickets only 75c.

In Dr. Carson's Stomach Bitters will be found a specific for Biliousness, Dyspepsia and Indigestion. You are failing, if you neglect to try it. For sale by all Druggists.

MARINE NEWS.

Improvements in Freights—Magrie McRae's Damaged Cargo—Donnelly's Exploits.

The str. Chieftain with hay now has arrived from Toledo.

The Captain of the schr. Monitor is right—the cargo should be painted red. They are sometimes scarcely distinguishable.

The schr. Monitor has been raised upon Fraser's dry dock. Her bottom has been considerably injured by running on the shoal.

The tug Chieftain has arrived at Garden Island with the schrs. Denmark and Oriental in tow. They were laden with oak timber.

Yesterday the outfit of the schr. Evergreen, which went ashore at West Point last year, was sold to Mr. W. Mash, of Owsen, who offered therefor $100.

Vessel men look brighter, the freights having an upward tendency. The Fall promises to be very profitable, but it will have to be such in order to make up for the dullness all Summer.

The schr. Hyderabad, from Toledo, with 16,893 bushels of wheat, and the schr. N. P. Downey, Belleville, 3,177 bushels of wheat, have arrived at the Montreal Transportation Co's. wharf.

Captain Cuthbert stated on Monday that negotiations for the sale of the yacht Atalanta were in progress, and would probably be consummated in a day or two.

River freights have been good all this season, and the Forwarding Companies should be able later on to declare good dividends. Lake freights have been very poor, ruinously low, but they are now improving.

The steam barge C. N. Pratt, from Cleveland, experienced a rather rough passage the last few days, and arrived at Collingwood yesterday with her bulwarks broken on the port side and her deck load of coal gone.

The prop. Shickluna lightened 3,000 bush. wheat, and the tug Hiram A. Calvin left the K. & M. Co's wharf for Montreal with a tow carrying 60,000 bush. wheat and corn. The barge Mona has been hauled out for repairs.

The prop. Prussia has been abandoned by the wreckers. During the gale on Tuesday nearly half her cabin and upper works on the south side were stove in and carried away, the river for some distance below the lighthouse being strewn with wreckage. In her cabin, the piano, furniture and culinary utensils have been promiscuously mixed up. They have been rolling around with each dash of the waves. Unless prompt measures are taken to relieve the propeller the *Recorder* says the whole of her upper works will be knocked into kindling wood.

VESSEL CARGO DAMAGED.

The schr. Maggie McRae arrived yesterday at the K. & M. Co's wharf with wheat from Detroit. She had 2,700 bushels of her cargo damaged by water which the Captain claims to have entered the hold during violent gales upon Lake Erie. Captains Taylor and Lewis made a survey of vessel, but not being able to come to a decision Capt. Mikkelson called in. The liability of the vessel for damage may be inferred from the fact that the Captain has been ordered to pay $250 before he get his freight. This he refuses to do. He says he will sell the grain by public auction, take out his freight and turn over the balance of the amount realized to those concerned. He has the grain in the vessel, and possession is a great deal in the legal aspect of the case.

WRECKING IN THE EAST.

Capt. J. Donnelly arrived this morning. He stopped yesterday at Brockville and inspected the prop. Prussia. He says he can raise the steamer, but she will have to be lifted, 3 feet forward before the pumps can be effective. The Company got $3,200 to put her on the dry dock here. The Capt. says that four weeks ago, when he was with the Relief, taking the iron rails out of the steamship Averill, at Sydney, N.S., and had recovered 1,000 tons, consigned to the Kingston & Pembroke RR., he was sent to the rescue of the steamship Brantford City. The craft was ashore in Little Harbor, N.S., 90 miles from Halifax. She was one of the Furness Line. Mr. Cooper, representing the Liverpool Insurance Club, contracted with Capt. Donnelly, the latter undertaking to save the vessel for 30 per cent. of value and the cargo for 40 per cent. The pumps were placed aboard, and found to work all right, but before the contract was executed the Boston underwriters "kicked." Six days work by—six days of beautiful weather, time in which the steamer and her cargo might have been saved. Finally the arrangement was 40 per cent. on the ship, and 40 per cent. on the balance of the cargo, four schooner loads of merchandise, chiefly lobsters, having been saved. Then gales arose and the steamship was broken up and a great deal of the cargo went adrift. The pirates were with as Capt. Donnelly never saw before, 100 bbls. of beer being captured by the thieves, among other things. Capt. Donnelly telegraphed the Marine Department, and Mr. Smith, Deputy Minister, had the Government wreckers and Customs' officials check the marauders upon the coast. The cargo was valued at $120,000; the salvage will be fully $75,000. The Relief, of the Wrecking Company, is splendidly equipped having no less than nine steamer pumps aboard.

A GOOD RECEPTION.

A large number of Salvationists accompanied the Tyne Blues' excursion to Belleville yesterday. At Belleville the soldiers were taken in hand and shown over the city. Several of the Sergeants were taken to the Methodist Conference where they were generously treated by the delegates. The people of Belleville are very anxious to have the Army locate there, and it is possible that the place will be attached in a short time. The movement will be liberally supported.

CONCERT.—A name well known in connection with the Hair Renewer, which restores gray hair to its natural color by a few weeks use. Sold at 50 cents a bottle by all Druggists.

MEDICAL ASSOCIATION.

Reading of Interesting Papers—The Vital Statistics Bureau—Election of New Members.

Dr. McNaylb, Rockwood Asylum, last evening read a paper on "Hypnotism in the treatment of mental diseases." He gave observations that came under his own observation.

Dr. Godfrey, of Toronto, read a paper on "Leprosy in New Brunswick." His thoughts were concentrated upon the contagious character of the disease. He held that from his researches there was no doubt as to its infectious character.

SURGICAL SECTION.

In this section the attendance was not large, owing to the attractions of the paper in the medical section. Dr. Macdonald, of Lonsdale, N.S., read an essay on "Paracentesis pericardii," followed by Dr. Bull, of Montreal, on "Experiments on re-section of the bowel."

The Committee on Sanitation and Vital Statistics were frustrated from "continuing those efforts by which they had secured a Government grant," instead of "being frustrated from securing a Government grant," as reported in last night's paper.

THURSDAY'S SESSION.

President Mullin took the chair at 10:30 o'clock and business proceeded.

The following new members were elected: Dr. Lynch, Winnipeg; Dr. D. C. Hicks, Kingston; D. Magnault, Montreal; Dr. Guerin, Montreal; Dr. Lachapelle, Sorel, Quebec; Dr. Lanzel, Montreal; Dr. Dorland, Milwaukee; Dr. Bates, Kingston; Dr. McLellan, Trenton; Dr. Bigham, Cobourg.

Dr. Fulton reported for the Committee on Necrology. He said that some of the doctors who had died were young in years, others were well advanced. The majority however, were between 40 and 60 years of age. The list was a lengthy one.

Dr. Thorburn, Ottawa, speaking of the education of women said Kingston had the honor of being the first place to take the initiative. He hoped they would long retain it. He did not know why women desired to be medicos; law would be more desirable as they would not be subject to inclement weather in law as in medicine.

The President announced that the meeting of those interested in the formation of a Sanitary Association would occur to-morrow.

The meeting adjourned, the medical men meeting in sections.

BE HONEST.

The Westport advocates of a branch railway from the Kingston & Pembroke line expected opposition from Newboro interests and were not astonished to receive it. Any road which reaches Westport other than by the way of Newboro must, of course, be a dreadful bug bear to the latter place. But honourable opposition was looked for, and not such resorts as become racing jockeys and ward demagogues. Deliberate misrepresentations have been made. For instance the Reeve of Newboro has circulated the report that the Kingston & Pembroke RR. Company has no charter. He is either very poorly posted or very reckless. In the first place no railway can be started at all without a charter, for no power but the Legislature can give it power to use and cross highways or expropriate property for a line. The Kingston & Pembroke line received its charter in 1871 and it has twice since had acts before Parliament successfully. If Newboro cannot give an honest opposition it ought to offer none.

IN MEMORIAM.

The firemen have expressed in a resolution their feelings anent the death of the late W. Lemon. This resolution has been inscribed upon parchment by Mr. T. H. Mcbride. The writing has a broad square border, neatly executed, and embracing a combination in colors of carmine, green, black and gold, with white facings. The heading is in Gothic characters, and beneath them the drawing of an engine. The resolution reads:

"Resolved, that the Fire Brigade of the City of Kingston learn with deep regret of the demise of Mr. W. Lemon, who, during a period extending over 10 years, was in connection with the brigade. The punctual discharge of his very important duties won for him the approbation of not only the brigade but the citizens generally, while his kindly disposition secured for him many warm personal friends. We take this first opportunity of expressing our sympathy with his sorrowing family."

The parchment is signed by the Chief, the Engineer and the Secretary. The work is artistically done, and as intended, it will be framed.

NEWSY ITEMS.

Rev. T. W. Barty remains here until next week.

Jas. Laidlaw left on his return to Akron, Ohio, to-day.

Rev. Mr. Smythe, of Port Austin, Mich., is paying his annual visit to his son, Ash. Smythe.

A. M. Sills, of Kansas City, who knows what success in the West is, is spending a week of his vacation in his old home here.

An affable editor, S. C. Wilson, of the *Daily Evening Press*, of Bay City, Mich., yesterday visited the city en route from St. George's Convention to Saratoga. The Canadian quill operator is only able to dream of Saratoga.

Bishop Fuller, of Niagara Diocese, will to-morrow have reached his fiftieth year in the ministry, and a special Thanksgiving service is to be held in the Cathedral, Hamilton. He is one of the really good men of the church. His Kingston birth place may be proud of him.

A CHANGE.

The pic-nic of Hiram Masonic Lodge, Wolfe Island, has been changed to an excursion to Picton and Lake on the Mountain for Monday next. A pic-nic on the Islands is too much like a home enjoyment for the islanders, who spoke out for the annual excursion, preferring no change. The start is to be made in the morning at a convenient hour, and the return not later than nine o'clock.

A TERRIBLE NIGHT.

A Steamship in a Storm—Cattle Killed and Carried Away—Crew very Seriously Injured.

Halifax, N. S., Sept. 6.—The steamer Lampert, Capt. Cross, from Baltimore for London, with cargo, cattle, grain, lumber, and general merchandise put in here in distress, having had her machinery disabled on last week's stormy weather. The officers of the ship report a terrible experience. The Lampert sailed from Baltimore on Friday, Aug. 24th, and met with fair weather until the following Wednesday. On the morning of the latter day the stormy weather set in, increasing in fury as the day advanced and the ship was frequently swept by seas of mountainous height and fearful power. After dark the storm grew still worse, the wind blowing with terrific violence and the sea rising to a great height, threatening every moment to swamp the steamer. At eleven o'clock it reached its highest, and from that hour until daylight the sea had the ship at its mercy, great seas sweeping over the deck, carrying away 130 of the 170 cattle on board and

BADLY INJURING THE CREW.

Second Officer Jones, who had his collar bone broken, being among them. William Moran, who was chief in charge of the cattle, describes the scenes witnessed during the night as terrible; waves of tremendous size sweeping over the ship would lift a great portion of the cattle pens on their crests, hold them for a moment above and then hurl them with their living contents to the deck. The next wave would carry off the bleeding and dying animals. Live stock went over the side of the ship by half dozens and dozens, and by morning all that remained numbered only 40. At daylight the work of clearing the deck of the dead and dying beasts began. The dead were thrown overboard, while those in which life still existed were made as comfortable as possible until they too, a few hours later, also expired and were similarly disposed of. Of 40 that survived the storm four have since died, leaving but 36 of 170 taken out of Baltimore only two weeks ago. The cattle were shipped by F. E. Leighton & Co., of Boston, and were in fine condition when the Lampert sailed, being

WORTH IN THE ENGLISH MARKETS

between £25 and £30 per head. During the storm all the steamers boats were either carried away or disabled; the cabin skylight was stove in, the cabin flooded with water, a portion of the bulwarks and part of poop wheel carried away and other damage sustained. On Thursday morning the engines, which, while the storm prevailed, had been working at the ordinary speed, broke down. In the afternoon the water, which all day had been pouring over the vessel, got into the stoke hole and put out the fire. On Monday, four days after breaking down, engines were restored and all possible speed made towards Halifax. She is an iron ship, 1,373 tons register, launched at Walls end last year, and owned by Arthur Holland, of London.

DRIFTING INTO WAR.

China Opinion Divided—What a Conflict would Mean to the English Tradesmen.

London, Sept. 6.—A letter from Pekin says Li Kung Chang really favors peace, while the intriguers about the Court urge war. Prince Kung believes war will be the signal for outbreaks in the Empire. The Empress is reported as fearful for the permanency of the dynasty. Hong Kong people seem to have little fear of the result of a war with France, considering China's new armaments and the vastly improved discipline of its forces. The Chinese papers advocate that immediate action be taken to prevent the annexation to France of any of the Chinese possessions.

Haiphong, Sept. 6.—The French will blockade Canton and Pakoi unless the Chinese troops are withdrawn from the Tonquin frontier. It is stated that Chinese merchants are leaving Canton because their letters are opened, and they mistrust the Canton Mandarins.

London, Sept. 6.—The *Times* says France is steadily drifting into war with China. The latter is vulnerable only in those parts which occupy a quasi international position, and any blows struck there would be felt throughout Europe. The shock to the English trades in the East Indies would be most disastrous. The relations between England and France would be seriously embittered. The dislocation of the cotton trade would put out of employment thousands of operatives in the Lancashire factories and the revenue to the British Crown from India would show a serious deficit. Americans, Germans, Japanese and even the Chinese themselves would secure more of the foreign and coasting trade in the East than the French.

FENIANISM REVIVED.

London, Sept. 6.—The police are in possession of facts which show the revival of Fenian activity in this city. All the noted rendezvous of prominent Irish agitators are again placed under surveillance. In consequence of the reports that efforts will be made to release O'Donnell on his arrival here from Cape Town the police authorities have adopted extra precautions to prevent such an attempt.

A DISORDERLY SOCIETY.

Wheeling, W. V., Sept. 5.—A Society in St. Alphonsus Church has been paying $3 for high masses for the dead and $1 for low masses. Father Kruescher raised the rate to $10 and $5 respectively, causing much complaint. On Tuesday evening a stormy scene between the Society and the priest occurred. The police were called in and the Society disbanded.

VESSELS AGROUND.

Astoria, Oregon, Sept. 6.—The str. Queen of the Pacific, with the Villard party aboard, ran aground this afternoon inside Columbia bar. Fears are entertained for the safety of the vessel. $10,000 was offered the tug boats to pull her off. A steamer belonging to the same company is aground in Columbia River at Martin's Island.

MADDEN-MITCHELL FIGHT.

Kansas City, Sept. 6.—Madden and Mitchell are here. Madden telegraphed to the Manager for Slade that unless the reply was received by Monday morning, accepting the proposal to fight in Mexico, he and Mitchell would return to New York and the fight would be declared off.

PURELY PRIVATE.—It has been publicly stated that the new race track at Cataraqui, upon which races are to take place during the Township of Kingston show, has been prepared partly at the Agricultural Society's expense. This is altogether wrong. The track is on Mr. John Simpson's property was laid out, set aside and prepared solely at his own loss and expense. The purses for the races were also made up by subscriptions gathered chiefly in Kingston and Odessa.

THE MINOR NEWS.

Last Night's and To-day's Reports Condensed Down For Busy Readers.

Amendment of the Land Act is being demanded by Boards of Guardians throughout Ireland.

The Glasgow Fenians are terribly agitated by a report that Gallagher intends to turn informer.

It is stated that a woman who gave evidence against convicted Moonlighters has been shot dead in Australia.

It was stated at a meeting of coal exchanges on Friday last that no advance would be made in the price of coal for September.

A sister of Capt. Webb became insane when she heard of her brother's death at Niagara Falls and committed suicide by drowning.

Five bodies only have been recovered from the wreck of the barque G. J. Jones. Much indignation is felt at the fact that the life-boat was unseaworthy when wanted.

At a meeting of the cotton manufacturers in Montreal Tuesday, it was resolved to shut down a portion of the machinery and commence the manufacture of articles not now manufactured in Canada as a means of relieving the plethoric state of the market.

By way of revenging themselves against an unpopular landlord in New Ross, Ireland, some wretches poisoned the food and beer given to the harvesters, from the effects of which two have died and others are seriously ill.

Maggie Ballantyne, of Portsmouth, aged 17, while lighting a pipe she was smoking yesterday accidentally set her clothes on fire. She was burned to death.

The *World* says Tilden left in his yacht yesterday and paid a somewhat protracted call to Gould on the latter's yacht.

Albert Leeck, of Newark, defaulting Treasurer of the Knights of Honor, succeeded yesterday by shooting.

The natives of Zululand are on the eve of a war of mutual extermination.

The British bark Canarsie, from Tai Wen Foo, May 21st, for New York or Montreal, has foundered. The crew arrived at St. Helena.

A collision took place on the Canada Pacific RR., at North Nation Mills, between Ottawa and Montreal. No lives lost.

Fears of a water famine are expressed in Boston and Cambridge, Mass., in consequence of the drouth.

The poisoning of harvestmen employed by a New Ross, Ireland, landlord, which was attributed to Land Leaguers, now turns out to have been owing to diseased meat.

Hanlan will not row in any other regatta this year and states that he will go to Australia if sufficient inducements are offered.

Two hundred and eighty of the four hundred seamen on the U. S. steamer Lancaster have deserted since leaving New York, two years ago, on account, as alleged, of the most brutal cruelty of the officers.

The will of Chambourd gives 350,000 francs to the Society for the propagation of the faith, 100,000 to the poor of Paris, 130,000 to the Convent at Gorizia; a large portion of the fortune to the Duke de Parma and a smaller portion to Count de Bardi; income of the estate to his widow.

Father Lynch's convent in Lakeville, Conn., was dedicated yesterday. The crucifix in the church yard still stands.

Miss Laura Brachman, Mumsburg, Ohio, aged 16, who objected to going to school, disappeared yesterday, leaving a note that her body would be found in the canal. Search failed to recover it.

The wife and daughter of John Opela, Alton, Ill., disappeared on Tuesday. Their dead bodies were found in a shed near the house yesterday tied together by the neck—a mystery.

A. S. Harpbill, the fourth of the gang of desperadoes who robbed the Riverside stage and killed the Express Messenger at Florence, Arizona, on the 10th of August, was captured yesterday by the Sheriff. He will probably be tried by the citizens jury.

ASTOR'S DEATH.

New York, Sept. 3.—It is reported that John Jacob Astor has bequeathed all his property, valued at $90,000,000 to $70,000,000, to his only son, William Waldorf Astor, subject to an annuity to his father of $100,000. This will prevent litigation over the father's will and keep the estate undivided.

THROWN INTO A VAT.

Paterson, N.J., Sept. 6.—Patrick McGuire, employed in a dyeing establishment, quarrelled with Moses Stanton, aged 14, recently, and threw the boy into a vat containing a hot solution of caustic soda. The boy is dying in agony

HALLENGE TO COURTNEY.

Lewiston, Maine, Sept. 6.—Hosmer has challenged Courtney to row within a fortnight for $200 a side.

MONTREAL STOCK MARKET.

Montreal, Sept. 6, 10 o'clock.

STOCKS.	ASKED	OFFERED
Montreal	197½	197
Ontario	118½	113
Banque du Peuple	75	70½
Molsons	127	125
Toronto	184½	184
Banque Jacques Cartier	105½	104
Merchants	121½	121
Quebec	000	000
Union	90	00
Commerce	132½	132½
Exchange	000	000
Imperial	000	000
Federal	102½	101½
" X. D.	000	000
Telegraph	129	128½
Dom. Tel. Co.	00	00
Rubbers	75½	74½
City Passenger	125	124½
Gas	172½	172½
Canada Cotton Co	77	70
Dundas Cotton Co.	65	57
Ontario Investment	120	115
St. Paul M. and M.	109	108½
N. W. T. Co.	11 6	30
Canada Pacific RR.	56½	56½

KINGSTON RETAIL MARKET.

(Carefully corrected each week.)

				Sept. 6.
Poultry—			Calf lb	0 05
Turkeys	0 75	0 80	Dressed	0 05
Geese	0 50	0 60	Tallow	0 05
Fowl	0 50	0 60	Do rough	0 03
Spring Ck	0 35	0 50	Wool	0 28
Partrdg	0 50	0 75	Potatoes (pail)	
Hay & straw	0 00	0 00	Potatoes	1 00
Oatmeal	0 00	7 00	Beans	0 00
Cornmeal	0 00	3 00	Peas	0 00
Corn Meal	1 75	1 80	Pork	0 00
Buckwheat	0 70	0 80	Pork	0 00
Bran, ton	20 00	20 00	Chickens	0 40
Shorts cwt	1 35	1 40	Ducks	0 50
Flour cwt	3 00	3 50	Groceries—	
Beef	0 00	0 00	Potatoes bag	0 00
Mutton	0 00	0 00	Onions bu	0 00
Veal	0 00	0 00	Apples bbl	0 00
Butter, lb	0 22	0 25	Beans, qt	0 00
Do tub	0 20	0 22	Beans, bbl	0 00
Eggs	0 20	0 22	Cheese, lb	0 00
Wheat, fall	0 00	1 00	Butter, lb	0 00
Wheat, spring	0 00	1 00	Corn, bu	0 00
Barley	0 00	0 00	Oatmeal, st	0 00
Peas	0 00	0 00	Potatoes, bu	0 00
Oats	0 30	0 35	Turnips, bag	0 00
Dressed hogs	0 00	7 00	Apples, dr	0 00
Beef, side	0 00	0 00	Apples, bkt	0 00
Beef, qr	0 00	0 00	Onions, bkt	0 00
Beef, stk	0 00	0 00	Onions, qt	0 00
Mutton	0 00	0 00	Onions, bbl	0 00
Veal	0 00	0 00	Onions, bag	0 00
Veal, qr	0 00	0 00	Onions, dr	0 00
Veal, stk	0 00	0 00	Onions, pk	0 00
Pork, fresh	0 00	0 00	Onions, pickled