

prime beef sold at from 23s to 26s per 100lb, and other sorts at 19s to 22s 6d. Steers realised L7 10s to L10 2s 6d; heifers, L5 to L7 15s; cows, L4 15s to L8 5s.

STORE CATTLE—There was a mixed entry of store cattle, and a good sale for forward sorts. Three-year steers brought L4 15s to L5; do heifers, L3 2s 6d to L4 15s; extra good 18 months to two-year heifers, L2 19s; yearlings, L1 4s to L2 6s for an extra well-grown line; 18 months old mixed cattle, L2 5s; forward store cows, L4 3s to L5 2s 6d; and others, L2 12s to L3 15s; dairy cows, L2 15s to L6 15s.

FAT SHEEP—These were mostly good lines of wethers, both crossbred and merino, but ewes were scarce. Butchers' and freezers were both in competition, and prices showed a further hardening tendency. Heavy wethers brought from 21s to 26s 6d; freezers, 19s to 23s, light and unfinished, 17s 1d to 18s 6d; shorn wethers, 14s 6d to 18s 6d; merino wethers for freezing, 19s 6d to 21s 9d; and others, 16s 3d to 18s 6d.

FAT LAMBS—These were not quite so good in quality, but met with ready sale at 12s 9d to 15s.

STORE SHEEP—All classes met with a keen demand, but in cases of ewes with lambs several lines were withdrawn, the owners' ideas of values being too high. Wethers in wool brought 17s to 18s 7d; shorn do, 14s 9d; and ewes and lambs (all counted), 9s 2d.

PIGS—Pigs of all classes sold well, baconers making from 31s to 46s; porkers, 20s to 30s; stores, 10s to 17s; and suckers and weaners, 6s to 9s 6d.

DUNEDIN HORSE SALEYARDS.

Messrs. Wright, Stephenson and Co. report as follows:—Saturday, being a race day, was practically an off day in the horse saleyards. There is a good inquiry for upstanding hacks and harness horses. We quote:—Superior young draught geldings, L45 to L55; extra good prize horses, L55 to L70; medium draught mares and geldings, L38 to L44; aged do, L30 to L36; upstanding carriage horses, L20 to L30, well-matched carriage pairs, L60 to L70; strong spring-van horses, L26 to L33; milk-cart and butchers' order-cart horses, L14 to L20; tram horses, L12 to L16; light hacks, L10 to L12; extra good hacks, L18 to L25; weedy and aged hacks and harness horses, L2 to L5.

THE WEEK'S DREDGING RETURNS.

During the week ended Monday, October 15 (says the *Otago Daily Times*), returns were reported from the following 34 dredges, the total yield being 986oz 13dwt 1gr, or an average of 29oz per dredge:—

Hartley and Riley (Cromwell), 5 days, 106oz 10dwt; Manuherikia (Alexandra), 134 hours, 90oz 14dwt; Earnscleugh No. 2 (Alexandra), 124 hours, 67oz 10dwt; Meg and Annie (Kawarau River), 59oz 18dwt; Empire (Waipori), 2 dredges, 48oz; Charlton Creek (near Gore), 5 days, 42oz; Alexandra Eureka (Alexandra), 40oz; Matau (Clyde), 39oz; Perseverance (Alexandra), 4 days, 35oz 8dwt 15gr; Clyde (Alexandra), 32oz; Woolshed (Glenore), 128 hours, 28oz 16dwt; Molyneux Hydraulic (Alexandra), 28oz 10dwt; Success (Waipori), 137 hours, 28oz 8dwt 6gr; Golden Gate (Miller's Flat), 6 days, 28oz; Upper Waipori (Waipori), 136 hours, 27oz 15dwt; Lawrence (Waipori) 25oz 10dwt; Ngapara No. 2 (Nevis River), 23oz; Enterprise No. 1 (Alexandra), 120 hours, 22oz 18dwt 3gr; Waimumu (near Gore), 131 hours, 20oz; Chicago (Alexandra), 130 hours, 20oz; Tuapeka (Tuapeka Flat), 19oz 16dwt; Waimumu Central (near Gore), 128 hours, 18oz 1dwt; Chatto Creek (Manuherikia), 5 days, 16oz 4dwt; Vincent (Clyde), 122 hours, 15oz; Waimumu Queen (near Gore), 92 hours, 11oz 6dwt 4gr; Waimumu Extended (near Gore), 130 hours, 14oz 2dwt; Manorburn (Manuherikia), 113 hours, 13oz 9dwt; Evans Flat (Tuapeka), 12oz 16dwt; Nevis (Nevis River), 84 hours, 11oz 7dwt; Enterprise No 2 (Alexandra), 10oz 17dwt; Jutland Flat (Waipori), 128 hours, 10oz 3dwt; Rolling Stone (Cardrona River), 9oz; Waikaka Forks (Waikaka), 121 hours, 7oz 16dwt 10gr. Total, 986oz 13dwt 14gr.

THE GENERAL ELECTION IN THE UNITED KINGDOM.

The following Nationalists have been returned by Irish Constituencies in addition to the list which appeared in our last issue:—Louth South, Mr. J. Nolan; Wexford North, Sir T. Esmonde; Donegal North, Mr. O'Doherty; Kerry West, Mr. O'Donnell; Armagh South, Mr. Campbell; King's County (Birr Division), Mr. Reddy; Cork South-East, Mr. Crean; Dublin South, Mr. Mooney; Leitrim North, Mr. P. A. McHugh; Kildare North, Mr. Leamy; Tyrone East, Mr. P. C. Duggan; St. Patrick's (Dublin), Mr. W. Field; Westmeath, Mr. Kennedy; Meath North, Mr. White; Mayo North, Mr. O'Kelly.

In the Dublin South contest the Nationalists succeeded in winning the seat in consequence of a split in the Conservative camp. Mr. Mooney, who was successful, polled 3668 votes. The Right Hon. H. C. Plunkett (C), the former member, received 2854 votes, and Mr. Ball 1533 votes. The landlords ran an Independent candidate owing to Mr. Plunkett appointing a former Parnellite to the secretaryship of his department, and showing a generally conciliatory spirit towards the Home Rule party.

Messrs. Whitaker Bros., the well-known Catholic booksellers, of Wellington and Greymouth, call attention to their new list of books, comprising works on theology, Christian philosophy, etc., by some of the ablest writers. They are preparing a complete list of the best Catholic books published, and which may be obtained on application.—*.*

THE BOER WAR.

NOTES AND POINTS OF INTEREST TO CATHOLIC READERS.

LETTER FROM LIEUTENANT TUBMAN.

Lieutenant Tubman writes as follows to a friend in Dunedin:—Mafeking is a miserable little place from what I saw of it. The whole business of the siege, looking at it from the point of view of the besiegers, must have been boomed and over-rated tremendously; one rush by the Boers, and all would have been over, but they are such cowardly wretches when it comes to a down right winning go. If you could only see the place you would wonder at the importance put upon it, and why it was defended so tenaciously—for no other reason, I suppose, than the principle of the thing. It was not the relief of the place so much as the relief of B. P. and his men that roused the excitement and enthusiasm of the good people of Dunedin, I suppose. Well, we were hurried out of Mafeking in the direction of Zeerust. We have 25,000 men with us, and shortly after we crossed the border we were fired on, but no harm was done to our boys. The following day (the 16th) we got into action, and no doubt you have long ago heard the particulars of it. I was with Captain Fulton, and as soon as we reached the top of a kopje we received a volley that laid one poor chap low, and wounded three others. It was terribly warm work. As soon as they gave us the volley we took cover just on the ridge of a kopje, and settled down to business. My company had to cover Captain Fulton's retreat with the rest of the wounded who were able to get away. I had one close shave. A big Boer aimed point blank at me at about 100 yards. When I saw him aiming I thought it was winter with me, but he fired high and missed (flurried at the bayonet, I suppose), the bullet going between the rim of my hat and my ear, it seemed to me by the whiz. Then my turn came, and I laid him out on the rocks as dead as a stone. After that two of my men and I were cut off for an hour or so, and had to lie low, getting an occasional shot. We killed Snyman and seriously wounded a field cornet. A flag of truce came up in the morning and took their bodies away, and also the rest of the killed and wounded that they could not take away in their fight. Poor Harvey fell on the other side of the kopje from me—shot through the head. He never spoke a word—not even moved. I miss him very much, for he and I, as I told you before, have been chums ever since Forbury Park camp. I never witnessed anything in my life so pathetic as his burial.

We spent two nights and a day on the kopje—no blankets and very little food. I never felt the cold so much before, and we could not sleep for fear of being surprised. We were all pretty well knocked out, but are well again. The following day we had to retire for some reason or other, leaving our dearly won position and poor Harvey's body behind. We executed our retirement in good order, but were again fighting all day after reaching Ottoshoop. Thank God, I have not been hit, and I can tell the sight of fellows being dropped by bullets not far from you makes one feel that he don't want any more kopjes to rush, as it certainly means 'winter' for some more of us. As far as my men are concerned, only one was scratched. Yesterday I went back to the border with the wounded; we were fired on, but no harm was done. Tell the children that I have not time to write to them just now, and that I got letters from several of them. Glad to say I am well. You might regard this letter as a reply to the children at school, and read it to them. All my clothes are at Mafeking, and what I stand in are almost in rags. You would not know some of us if you saw us for dirt, etc., and general uncouthness. We are on three-quarter rations just now, and when I was at leisure to-day did some naturalist work, and bagged a fowl. I am now waiting and watching it carefully till 5 p.m. I laid the specimen out with a stick. No naturalist ever guarded a unique specimen like I watch that hen.

HOME FROM SOUTH AFRICA.

The transport steamer Canada, of the Dominion Line, took home recently from Capetown 1,200 invalided officers and men, nearly 200 of whom were Catholics. Rev. Father Ogle, O.M.I., the chaplain, has been through the siege of Mafeking and marched many a mile with the troops.

HIGHLANDERS AND IRISHMEN.

Trooper Glover, an Australian, writing from South Africa, says: 'The novelty is wearing off the game now; everything is too regimental, and we will not be sorry when we receive orders to proceed to Durban or Capetown. I think a good deal of this country, but I wouldn't stop here for all the rice in China. I am satisfied that the British Tommy Atkins is not at all like the article we read about, and I reckon that one Australian is worth any two of them, excepting the Highlanders and Irishmen, and they are champions to the backbone.'

Two up-to-date motor cars have been landed in Melbourne to the order of the Dunlop Tyre Company. The cars consist of a neat little three-and-a-half horse power De Dion voiturette with seatidg accommodation for four persons—capable of a speed of 20 miles an hour on level roads—and a De Dion quadricycle—two-and-a-half horse power—carrying two people. Both cars are fitted with Dunlop pneumatic motor tyres. These cars will be the forerunners of many similar ones imported by the Dunlop Company, who have secured the De Dion agency for the majority of the Australasian colonies.—*.*

When the locally-made article is as good as the imported it is the duty of every New Zealander to patronise the colonial product. Messrs Ballin Bros., of Christchurch, are makers of a superior brand of sarsaparilla, with which they challenge the market.—*.*