

"state of affairs in Canada." One or two extracts which are all that our space will allow cannot but be interesting. The first we shall give is the description of Papineau:

"The truth is that Papineau, with all his faults, is rather a fine fellow. I dare say we shall find him perverse and suspicious, and that, if ever he quarrels with us, he will be coarsely abusive. Still the good points of his character are not to be denied. He seems to be irreproachable in his private life; in social intercourse he is mild and gentlemanlike; and if in politics he is too hot and unmeasured in his proceedings, I do not find that reasonable men accuse him of being dishonest. His principal faults are violence, a want of the plainer sort of sense, and I fear an inveterate prejudice against the English. Whatever else he may be, it is impossible to set eyes on him and not perceive that he is by nature, as much as by the station he has won for himself, the first of the French Canadian race."

A very interesting passage is in the second letter, in which Mr. Elliot relates a conversation with "one of the first members of the popular party in the House of Assembly," the conclusion of which as follows:

"Finally this gentleman told me that if to the control which the Assembly was to have over all the Finances were added a responsible Executive Council of Government, he would desire no more, but would waive all particular grievances, and all demands of an Elective Legislative Council. This project (observes Mr. Elliot) of having three or five salaried Councillors to be chosen from the leading men of the Colony, with seats in the Legislature, and bound to get supplies, or vacate their posts, seems to be fast gaining ground. Papineau dislikes it because he knows it would put a bit in his mouth, but he confessed to me the other day, that from the strong feeling in its favor in the Assembly and from the approval of the same object among the popular party in Upper Canada, with whom he is very desirous to co-operate, he should be disposed not to press his individual opposition to the scheme. If the Commissioners could devise some secure and acceptable mode of realizing it, I am persuaded they would do more to prolong the harmonious connection with Canada than by endless investigations of details, but I know not whether they will entertain the subject. Lord Howick was strongly prepossessed towards such a measure, when last I saw him in England, and indeed he is the first person by whom I ever heard it mentioned.

It is interesting to learn that Lord Howick, now Earl Grey, appears to have been the first English statesman who realized the importance of responsible Government, and that he had been in favor of its adoption prior to the report of his distinguished brother-in-law, the Earl of Durham. We may notice on a future occasion other portions of Mr. Brynner's very interesting report.

THE FLOUR TRADE.

Through the introduction of the Hungarian roller system into Canadian mills, a much broader distinguishing mark has been noticed between the different qualities of flour, the principal grades now produced being very fine and very poor, namely, Patents and Superfine. Under the old process there were more Superiors and Spring Extras turned out than now, but the scarcity of the latter has induced dealers to make a very good substitute by mixing Extra with Superfine. In proportion, therefore, as the miller has ceased to grind Spring Extra flour, the dealers have increased the amalgamation of the above named brands in order to supply a want which the miller has been compelled to neglect through the working of the new system. Probably the most important feature in the situation arising from the new order of things, is the large surplus of Superfine which is now in the Canadian market. Last week in our market report we quoted sales of this brand at \$3.75 per bbl, and low as that figure was considered at the time, it has since taken a further plunge downward, and business has actually transpired at \$3.60. The lowest price at which Extra has been reported recently is \$5.00, showing the wide difference between it and Superfine of \$1.40 per bbl.

Now let us glance at market values a year ago, when Extra was quoted at \$4.90 and Superfine at \$4.45—a difference of only 45c per bbl. Then, Extra was selling at 10c to 20c per bbl lower than at present, while Superfine was 85c per bbl higher. Although these certainly are remarkable changes, they are not difficult to explain, however little the causes may be known outside the trade. The roller system is undoubtedly the most perfect yet introduced into the milling industry, as by its process, the highest possible grades of flour are manufactured, although at the expense of the lower brands. In other words, it puts more body into the finer, and less into the poorer qualities, as compared with the old system, and hence we have now fewer intermediate brands direct from the mill. The demand however being chiefly for the better class of flour, the great difficulty now arises as to the disposition of the large accumulation of Superfine, which every one is anxious to sell and few care to buy.

THE GRAIN TRADE.

Although the shipments of grain from Montreal last year were small and considerably below the average, the amount

leaving port during the first month of the present season of navigation shows a further decrease upon the corresponding month in 1883 of 327,514 bushels, while the flour shipments fell short for the same period 51,720 bbls. The most notable reduction occurred in wheat, amounting to 644,416 bushels, which, however, was partly counterbalanced by an increase of 100,000 bushels of corn, 100,000 bus of peas, 10,000 bus of oats and 93,000 bus of rye. Since Montreal has been a port, never has the stagnation in its grain shipping trade approached that of the past month. In order to obtain cargo, some of our regular lines of steamers have taken grain to direct ports in the United Kingdom as ballast, while others accepted ridiculously low rates. Things, however, have improved in this respect, as engagements for bringing on American grain have been concluded by one of our largest steamship companies, sufficient to supply its carrying capacity for the next three weeks, to the annoyance of local shippers who have been unable to obtain space to Liverpool, although they are willing to pay the same rate from Montreal as is now being paid on through freights from Chicago to Liverpool. It is hoped that the tardy and half-hearted action of the authorities at Ottawa, in at last rescinding 50 per cent of the Welland canal tolls along with other help hinted at by the carrying companies in reducing Kingston freights, and the Harbor Commissioners in lowering wharfage dues, will have the desired effect in promoting the grain traffic of the St. Lawrence. Already we hear of larger quantities of grain pointing hitherwards from the West, which has caused a further stiffening of ocean freights, although we hope our steamship lines will not be so forgetful of their own interests as to nullify the steps that have been taken to encourage through freight, by at once clapping on additional rates to ocean tonnage, and thus nipping in the bud the advantages gained by the part remission of tolls. The following were the shipments of grain and flour at this port from the opening of navigation to May 31st, as compared with the corresponding period last year:—

	1884	1883
Wheat, bushel...	212,175	856,591
Corn.....	118,781	18,950
Peas.....	347,028	247,112
Oats.....	44,169	14,097
Barley.....	3,972	10,050
Rye.....	93,163	2
Total.....	819,288	1,146,802
Flour bbls.	37,618	89,338