

## THE GROCERY TRADE.

Chapman H., & Co.  
Childs, George, & Co.  
Converse, Colson & Lamb.  
Davis, Clark, & Clayton.  
Fitzpatrick & Moore.  
Fournier, Jules.  
Gillespie, Moffatt & Co.  
Gear, Henry J.  
Hutchings B., & Co.  
Jeffery, Brothers & Co.  
Kilgus & Kinloch.  
Leeming, Thomas & Co.  
Maitland, E., Trilce & Co.  
Mathewson, J. A. & H.  
Mitchell, Kinnear & Co.  
Nevin, William, & Co.  
Noad, James S., & Co.

Phelan, Joseph.  
Reuter, Lionela & Co.  
Rimmer, Gunn & Co.  
Robertson & Beattie.  
Robertson, David.  
Routh, Haviland & Co.  
Saunders, & Co.  
Schneider, Bond & Co.  
Sinclair, Jack & Co.  
Tiffin, Joe., & Sons.  
Thompson, Murray & Co.  
Torrance, David, & Co.  
Trentham, Alex., & Co.  
West, Bros.  
Winn & Holland.  
Withers, Joy & Co.  
Winks, George & Co.

Winning, Hill & Ware.

WE have to report a slight degree of improvement in the amount of business done in General Groceries for the past week, although the market still remains very quiet. Orders from the country have come in to a somewhat greater extent, and the indications are of a more favourable state of trade than previously. There has been rather more doing in Teas, especially Uncolored Japans and Young Hysons. Transactions to a fair extent have taken place, for the most part, on terms which have not transpired. Prices are rather firmer, in some instances at a slight advance on former quotations. In Liquors there is little doing, with the exception of Brandy, for which quite a brisk demand from the United States has sprung up. This demand, it is thought, has its origin in the anticipation of the approach of cholera, and the need of a pure and unadulterated article for medicinal purposes.

## THE DRY GOODS TRADE.

Baillie, James, & Co.  
Bauckhage, Beak & Co.  
Benjamin, Wm., & Co.  
Black, Lewis S., & Co.  
Clarson, T. James, & Co.  
Dougal, John, & Co.  
Foulds & Hodgson.  
Gilmour, J. Y., & Co.  
Greenhalgh, S., Son & Co.  
Hirston, James, & Co.  
Lewis, Kay & Co.  
Macfarlane, Andrew, & Co.  
May, Joseph.

May, Thomas, & Co.  
McIntyre, Denoon & Co.  
Meyer, J., & Co.  
Moss, S. H., & J.  
Muir, W., & B.  
Munderloh & Stoenkem.  
Ogilvy & Co.  
Prevost, Amable, & Co.  
Ringland, Ewart & Co.  
Robertson, A., & Co.  
Roy, Jas. & Co.  
Stephen, William, & Co.  
Stirling, McCall & Co.

TRADE still continues quiet. Importers, however, are beginning to receive their goods for the fall and winter trade, and will shortly begin to open them out. We understand that the importations will be heavy, but we do not think there will be any overstock. Travellers through different sections of the Province west of this city agree in reporting very light stocks, both of woollen goods and of medium dark prints, with the almost certainty of a very large demand for these classes of goods. Crops are stated to be unusually promising, and these statements are corroborated by the reports published in the local papers all over the Province. The country merchants appear sanguine, and are preparing for a large trade.

With regard to prices, latest advices from Manchester are to the effect that, under the improved prospects of peace on the Continent, manufactured goods are firmer at an advance on previous quotations. Long staple goods, especially, are in active demand, and sell at figures very much above those of a year ago. In Liverpool, the demand has been large for Sea Island, Egyptian and other long staple cottons, and while other descriptions of the raw material have declined materially from last year's prices, those have advanced from 15 to 60 per cent. Woollen goods are about the same as they were last year, while linens are decidedly cheaper.

## THE HARDWARE TRADE.

Brush, George.  
Buchanan, T., & Co.  
Charlesola, A., & Co.  
Orathorn & Caverhill.  
Currie, W. & F. P., & Co.  
Evans, J. H.  
Evans & Evans.  
Foster, F.  
Gilbert, E. E.

Hall, Kay & Co.  
Ireland, W. H.  
Kenshaw & Edwards.  
Morland, Watson & Co.  
Mulholland, & Baker.  
Robertson, Jas.  
Round, John & Sons.  
Simms, J. H.  
Winn & Holland.

THE past week has seen quite a revival in the shape of orders, many from the West having come forward. These, however, are difficult to execute, in consequence of short stocks as yet in many staple articles. Goods are coming in freely however, and less difficulty will be experienced in this respect. Staple goods, to a considerable extent, are remaining in bond, owing to the unsettled state of the tariff; but the large houses, as a rule, are taking out their goods as they need them, with the expectation of getting the duties back, at the passage of the Act.

COPPER.—No change reported in prices. The suspension of the Birmingham Banking Company led to a decline in the English market of £5 per ton.

CUT NAILS are firm at our quotations, and orders are daily being refused by manufacturers.

FIG IRON.—All lots arriving for the past ten days have been taken up for the Western States, and several orders are now here for Chicago and Cincinnati. Some lots to arrive have been sold to fill these orders. Prices range for Gartscherrie, \$23 to \$24 cash, and \$24.50 to \$25.50 four months. Eglington, \$22 to \$23 cash, and \$1 per ton additional four months. There are at present no outside lots in the market.

BAR IRON.—Quotations for Scotch are fully maintained, with a large demand for the past few days. Stocks have much improved, some large arrivals coming forward will tend to reduce the price 10c. to 15c. for round lots. Refined and Swedes are held at quotations, and stocks are complete.

HOOF AND BAND IRON.—Are again in full supply, and round lots can be obtained at 10c. to 20c. below our quotations.

BOILER PLATE.—The demand has been very light for the past fortnight, and with a full stock, lower prices are taken.

CANADA PLATES.—The supply is large, and with a small demand, quotations are merely nominal.

TIN PLATES.—The stock is becoming reduced, and the inquiry is good. Prices favor holders. An advance in the home market of 1s. 6d. per box is reported by last mail.

## THE LEATHER TRADE.

Brown & Childs.  
Dougall J., & Co.  
Hua & Richardson.  
Kirkwood, Livingston & Co.  
Seymour, C. E.  
Seymour, M. H.  
Shaw F. & Broe.

WE have to report a continuance of the activity previously noted, with, however, a short supply of such stock as is most in demand. Hence transactions have been somewhat limited, and prices are firmer.

SPANISH SOLE.—Is unaltered, and sales have been to a fair extent for the home trade.

SLAUGHTER SOLE.—Is scarce, and for good average which is wanted, prices are firm.

HARNES.—Is in rather poor supply, and outside quotations would readily be given for prime heavy.

WAXED UPPER.—Prices have still further advanced, owing to the increasing scarcity, prime light having been sold as high as 45c. and heavy at 40c.

GRAINED UPPER.—The receipts are quite insufficient to meet the demand, and the stock on hand is only limited.

BUFF AND PEBBLED.—For good stock of the best makes the demand is active at full prices, but inferior is neglected.

PATENT AND ENAMELLED.—There is some demand from the Lower Ports, with but little for the home trade, but deficiency in stocks makes it difficult to meet even the limited enquiry.

CALFEKINS.—Are of ready sale at quotations, the receipts being small.

SPLITS.—Sell readily at full prices, following the advance in upper leather.

SKEEPSKINS.—Both Russetts and colored linings are scarce and in good demand.

HIDES.—Continue firm, receipts being inadequate to the demand.

## MONEY MARKET.

WE have to report a greater degree of stringency in money, though there is still very little demand for loans outside the banks, and little good paper is offered to the discount brokers. Sterling Exchange is in limited demand at 108½ to 108½ for Bank 60-day Bills, and 107½ to 107½ for private.

GOLD.—The average price during the week has been 148½, the closing rate being 148.

SILVER.—Is less abundant, buying at 4½ and selling at 4 per cent discount.

## BRITISH COLUMBIA.

THE Bill brought into the House of Commons provides that, after the adoption by the Legislatures of the two colonies of addresses in favour of union, the Governor of British Columbia, is to proclaim Vancouver's Island united to British Columbia, and thenceforth the two colonies are to be known as "British Columbia." New Westminster will be the capital; Victoria is a larger town, and is, in many respects, the most agreeable place of residence; but it is very desirable that the seat of Government should be on the mainland; and British Columbia has also this claim to be selected, that she has not sought this union and would rather prefer being left alone. The House of Assembly of Vancouver's Island has prayed for a union on such terms as to Her Majesty may seem meet. It will give up its boast of Victoria as a free port. The Governor of British Columbia feels compelled to say that England ought to be represented by only one civil authority beyond the Rocky Mountains. Both British Columbia and Vancouver's Island have occasionally to discuss questions with their American and Russian neighbours, and, as things now are, there is nothing to insure uniformity

of action. The one colony may be on most friendly terms with adjacent powers, the other in a state of reserve pending a reference to Europe. Dissensions between the two colonies are looked upon in the neighbouring States as rather a scandalous, but a novel and amusing feature in our colonisation, and the result is that British influence and power in the Pacific are weakened. A uniform policy in the treatment of the Indian population is very important, and greater economy of Government is felt to be needed. Vancouver's Island has an elected Assembly of 15 members, and a nominated Legislative Council; but the Governor has to report that this form of Government does not work satisfactorily. The time for two separate chambers is not yet. British Columbia has only a Legislative Council. Five members—one-third of it—are public functionaries; five are selected by the Governor from the magistracy; in the appointment of the other five the Governor is guided, in pursuance of his instructions, by the recommendation of the people in five distinct districts, and the people in effect elect these five members. The Governor considers that the country magistrates supply that section of the Legislature which possesses most the confidence of the people. Circumstances throw them into free intercourse with all classes, and train them to be men of decision and great personal influence, who can preserve tranquility and secure obedience to their decisions with very little advantage of police force. These functionaries are described as equally respected by the people and the Government, and the miner looks upon the departure of the magistrate for his legislative duties with quite as much confidence as on that of the men he has assisted in returning to the House. A regular Representative Constitution could not work well in British Columbia as it is at present, but the Governor desires to see the popular element increased in the Legislative Council. The present bill provides that the form of Government existing in Vancouver's Island shall cease at the union, and the united colonies will have the Executive Government and Legislative Council now existing in British Columbia, power being given to increase the number of councillors to 23 in order that Vancouver's Island may be represented.—*The Canada News*, London.

RAILWAY TRAFFIC RETURNS, for the half year ended 30th June, 1886.

NAMES OF THE RAILWAYS.		Passengers.	Mails and sundries.	Freight.	Total. 1886.	Total. 1885.	Miles in operation 1886.	Miles in operation 1885.
Great Western Railway.....	788,716	63,449	861,041	1,688,206	1,384,480	945	845	
Grand Trunk Railway.....	1,060,221	128,660	1,906,782	8,082,683	8,067,402	1,877	1,877	
London and Port Stanley Railway.....	5,182	748	6,341	14,648	8,868	26	26	
Welland Railway.....	7,052	10,873	26,216	28,609	24,475	26	26	
Northern Railway.....	63,886	799	188,754	252,668	249,987	94	94	
Port Hope, Lindsay and Beverton Railway.....	6,899	693	88,182	40,880	37,721	43	43	
Port Hope and Peterborough Railway.....	6,279	693	11,642	18,490	11,880	31	31	
Cobourg and Peterborough Railway*.....								
Brookline and Ottawa Railway.....	18,179	6,612	21,475	46,266	28,758	96	81	
Prentiss and Ottawa Railway.....	26,718	4,689	26,920	56,222	34,985	64	64	
Carlton and Grenville Railway.....	2,433	148	407	2,986	827	12	12	
Stamstead, Shefford, and Chamby Railway*.....								
St. Lawrence and Industry Railway.....	265		276	611	372	12	12	
Total.....	1,888,184	221,868	8,079,208	6,289,026	4,049,080	2,104	2,089	

\*No returns.  
†Opened 23rd April.—returns imperfect.  
‡28th April to 30th June, 1886; 14th May to 30th June, 1885.  
§1st March to 30th June.

JOHN LANGTON,  
Auditor.