

MONTREAL PRODUCE MARKET.

Akin & Kirkpatrick,
 Cameron & Ross,
 Crawford, James,
 DeWolf, George,
 Douglas, John, & Co.
 Housley & Williamson,
 Hill, W. H. & Co.
 Nelson, Thomas, & Co.
 Kirkwood, Livingston & Co.

Lalibay, Middleton & Co.
 Lalibay, M.
 Leasing & Buchanan,
 Morrice, D., & Co.
 Niels, Wm., & Co.
 Raphael, Thomas W.
 Sully, Lewis & Co.
 Shearer, Jos. & Co.
 Stewart, W. W.

LITTLE change of interest from the general features of the past two weeks can be noted. The aggregate receipts have been somewhat larger, while in some departments a falling off is observed. Transactions have for the most part been on a limited scale and only for the most pressing local wants. Towards the close, however, more business in breadstuffs may be noted; some round parcels, both on the spot and for delivery, changing hands on terms mutually satisfactory. Provisions are mostly held for an advance, which is only given to replenish for existing wants. Ashes have met a more healthy demand, though Pota are weak and drooping at the close.

FLOUR. The receipts have been larger than for some weeks previous, and buyers have done their utmost to break down prices, but have only been partially successful, the favourable state of the winter roads aiding the consumptive enquiry, and obliging dealers to lay in pretty freely, while the presence of some operators from the Lower Ports strengthened the hands of holders and though no advance from late rates has been established, the declining tendency has been arrested, and an increased amount of business done both for delivery and on the spot. The comparative scarcity and relatively high rates of both the higher and lower grades, have restricted transactions in these to broken parcels, and the bulk of the business has, as usual, been in superfines. Round parcels of the choicer brands from Western Wheat have latterly brought \$5.70, but most sales noted have been in the vicinity of \$5.60. Canada Superfines on the spot range from \$5.00 to \$5.50, the latter only for the more favourite brands. Sales to a moderate extent of the more approved samples have been made for delivery in last half of April and first half of May at \$5.50, subject to Montreal inspection. There are now several sellers at these rates, but as there are few competing, close discrimination is made and only the more desirable parcels taken. **Bag Flour.**—The supply has been fair, though not in excess, and although the extreme rates of a fortnight ago are no longer obtainable, satisfactory prices are made for the more desirable samples, the present range for which is \$3.10 to \$3.15. Flour has, as usual, been only taken in the absence of better, at prices ranging down to \$3, and in exceptional cases under.

GRAIN.—**Wheat.**—We are still without arrivals, and we hear of no sales for delivery, quotations are therefore nominal. **Pease** have engaged rather more attention, and several parcels, for Spring delivery, have sold in the vicinity of \$2 1/2c per 66 lbs. \$2 to \$3s are nominal rates for **Outs**; some unimportant sales for future delivery have taken place on private terms, supposed rate about 3 1/2c per 32 lbs.

PORK.—Is unchanged, in any respect—holders are firm and in some cases have advanced their ideas of price, but without leading to any transactions of consequence.

LARD.—Is in good demand, and the trifling offerings are readily taken at full prices according to quality.

TALLOW.—Is in rather more request—the feeling becoming more prevalent that the bottom of the market has been touched, latest British advices being somewhat improved.

BUTTER.—Supplies are small, and barely adequate to the consumptive demand, for moderately good qualities full prices are secured, and even the more inferior engage attention through general scarcity.

SEEDS.—Continue dull, only the best samples finding buyers; clover ranges from 8c to 9c per lb., and Timothy \$2 per bushel of 45 lbs downwards according to quality.

ASHES.—Since the close of the Reciprocity Treaty purchases have been mainly for the British market, any operators for the States foregoing transactions on account of the uncertainty as to the rate of duty to be imposed, and no definite information being obtainable even from operators there. It is now alleged that the American Consul has information from Washington that the duty is to be 30 per cent. ad valorem, which, if correct, will tend to advance the value of stock in the States, and comparatively at least suspend operations between the respective markets. Pota, first sorts have been in far request, but latterly have been neglected, and rates have declined to \$5.50 to \$5.60 inferior—now at about \$5.45. Pearls, buyers and sellers have at last come to terms, and first sorts have latterly sold in the vicinity of \$6.80, and inferiors at \$7, less deductions.

RECEIPTS OF PRODUCE.
 VIA GRAND TRUNK RAILWAY AND CANAL.

	For the week ending Wednesday, Mar 28, 1866.	From the 1st January to Mar. 28, 1866.	To corresponding period 1865.
Wheat, bushels	2,101	55,550	55,275
Flour, barrels	5,559	52,177	81,775
Corn, bushels	.....	.....	.....
Peas, .....	.....	2,770	2,542
Oats, .....	.....	31,745	70
Barley,	316	11,000	7,422
Rye, .....	.....	5,145	1,110
Oat and Corn Meal, bbls	.....	72	167
Ashes, barrels	251	1,589	1,525
Hull, 7, 8, 9, 10	24	1,121	2,311
Cheese, boxes	.....	18	140
Pork, barrels	619	3,761	581
Lard,	15	112	251
Tallow,	18	112	176
Whiskey & H. Wines, cks & pms	63	2,671	2,170

PRICES OF GRAIN.

	Average Provision											
	1864	1865	1866	1867	1868	1869	1870	1871	1872	1873	1874	1875
Flour, Superior Extra	5.75	5.75	5.75	5.75	5.75	5.75	5.75	5.75	5.75	5.75	5.75	5.75
Extra	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50
Family	5.25	5.25	5.25	5.25	5.25	5.25	5.25	5.25	5.25	5.25	5.25	5.25
Superfine	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
..... No. 2	4.75	4.75	4.75	4.75	4.75	4.75	4.75	4.75	4.75	4.75	4.75	4.75
.....	4.50	4.50	4.50	4.50	4.50	4.50	4.50	4.50	4.50	4.50	4.50	4.50
.....	4.25	4.25	4.25	4.25	4.25	4.25	4.25	4.25	4.25	4.25	4.25	4.25
.....	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
.....	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75
.....	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50
.....	3.25	3.25	3.25	3.25	3.25	3.25	3.25	3.25	3.25	3.25	3.25	3.25
.....	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
.....	2.75	2.75	2.75	2.75	2.75	2.75	2.75	2.75	2.75	2.75	2.75	2.75
.....	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50
.....	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25
.....	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
.....	1.75	1.75	1.75	1.75	1.75	1.75	1.75	1.75	1.75	1.75	1.75	1.75
.....	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50
.....	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25
.....	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
.....	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
.....	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
.....	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25

THE LOSS OF THE LONDON.—The official report on the loss of the steamer London in the Bay of Biscay, on the 11th of January, is published. The court entirely acquits Capt. Martin of all blame. The evidence was conclusive as to the ship never having been put before the wind until the forenoon of the day on which she went down, when she wore round on the starboard tack in order to lower the port anchor—the boat in which the survivors left the ship. The court says it is satisfactory to be assured of this, as severe reflections have been made upon this supposed imprudent act of the master. As to the immediate cause of the loss of the ship, the report states that it was entirely owing to the sea getting into the engine room and extinguishing the fires. Had that not happened, the court has every reason to believe that the centrifugal pump, throwing 4000 gallons a minute, would have cleared the ship of any quantity of water that might from any ordinary cause have found its way into her. The report observes that the rule of calculating the deep-load line by the scale of displacement may be a safe one as regards the ship's ability to carry her cargo in safety, but not as to her ability to carry her load lightly, so as to make her an easy ship for the conveyance of passengers. In calculating the deep-load line, the question of buoyancy is a most material element as regards the behaviour of the ship in bad weather; and, in fact, says the report, were the deep-load line permanently marked on all vessels, we might not have to deplore the annual loss of life that occurs from presumed over-loading. The report directs attention to the evidence of Mr. Wilson, of Liverpool, in respect to the present system of shipbuilding. He considers the proportions of length, breadth, and depth most objectionable.

RETIRING COLONIAL GOVERNORS.—A return has been issued of colonial governors to whom pensions have been granted under the act 23 and 25 Viet. c. 113, the pensions commencing on the 5th of July, 1865, the date of the act. The list comprises:—Ker Bailie Hamilton, 61 years of age; term of service, 13 years 4 months; salary on retirement, £3000; allowance granted, £500. Charles J. La Trope, 61 years of age; term of service, 13 years; salary on retirement, £2000; allowance granted, £336 Gs. 8d. Sir W. M. G. Colebrooke, 67 years of age; term of service, 18 years; salary on retirement, £4000; allowance granted, £252 1s. 3d. (this pension is £750 per annum, but is reduced by £197 15s. 3d., the amount of his military pay). Sir Edmund W. Head, Bart. 60 years of age; term of service, 25 years; salary on retirement, £7000; allowance granted, £1000. Sir Henry Light, K.C.B. 82 years of age; term of service, 12 years; salary on retirement, £5000; allowance granted, £695 13s. 4d. Wilmoughby Shortland, 61 years of age; term of service, 10 years; salary on retirement, £1200; allowance granted, £165 13s. 4d. Sir E. Drummond Hay, 50 years of age; term of service, 18 years; salary on retirement, £2000; allowance granted, £500. The total of the allowances granted is £3,418 14s. 7d.

THE MANUFACTURE OF GLOVES.—The manufacture of French gloves has increased considerably for the last few years. In the year 1837 the gloves exported were estimated at 5,516,000. Their value increased to 25,000,000 in 1849, and to 30,900,000 in 1853, and is still increasing. The kid and lamb skins used for glazed gloves are dressed at Paris, Grenoble, Annamay, Romain, and Charmont. The Paris manufacturers, whose gloves are most highly esteemed, employ workmen from Vendome, Montagne, Verceil, Mitty, and Tremblay, and other towns in the departments of the Oise and Seine et Oise. Kid gloves of second-rate quality are manufactured at Grenoble. Gloves called *gants de Suede* are made of the refuse of leather dressers' skins, with the wrong side turned out and are manufactured wherever glazed gloves are made. Paris and Grenoble are the only two markets for the sale of gloves, the manufacturers in the other towns having depots and agents in the two former. The use of leather gloves has been introduced into France since the revolution, and the dressing of skins has made great progress during the last 25 years.

Grand Trunk Railway of Canada.
 (Including the receipts of the Montreal & Champlain and Buffalo & Lake Huron Railways.)

RETURN OF TRAFFIC, week ending March 21th, 1866.

Passengers	\$38,340
Express Freight, Mails and Sundries	4,750
Freight and Live Stock	81,033
Total	\$124,123
Corresponding Week, 1865	128,041
Decrease	\$3,918

Great Western Railway of Canada.
 Traffic for Week ending 23rd March, 1866.

Passenger	\$31,455 72
Freight and Live Stock	31,568 84
Mails and Sundries	2,122 91
Total	\$65,147 47
Corresponding Week of last year	42,859 93
Increase	\$22,287 54

Montreal Trade Returns.
 We have received too late for notice this week, the report of the Secretary of the Board of Trade, Wm. J. Paterson, Esq., on the Trade and Commerce of Montreal, for 1865. It contains much valuable information both as regards the city in particular, and the trade of the British North American Provinces in general, some of which we shall endeavour to lay before our readers in a future impression.

JOHN B. GOODE,
 WHOLESALE IMPORTER OF
 Small Wares, Cutlery, Fancy Goods, &c.,
 No. 57, St. Sulpice Street, Montreal. 1-ly

GRAND TRUNK RAILWAY OF CANADA.
EXPRESS FREIGHT TRAIN.

IN compliance with the wishes of the Merchants of Montreal, arrangements have been made to establish an Express Freight line from Montreal to Stations West, so as to ensure prompt and rapid delivery of goods.

On and after Monday the 2nd April, an Express Freight Train will leave Montreal every evening, at about 9 P.M., for which Train, Freight will be received not later than 5 P.M.

To ensure the Freight going by this quick Train, every package must be legibly marked "G. T. R. Express Freight."

The Tariff of charges for the conveyance of Freight by this Train can be obtained on application at the Company's Office.

This Train will carry Freight to the following Stations and deliver the goods by the time named below:—

VAUBERUIL, COTEAU, LANCASTER, COXSWALL, FRESHCOTT, BROCKVILLE, GANASNOUQUE, KINGSTON,	} The next morning.
NAPANEE, BELEVILLE, COHOUR, FORT ROYAL,		} During the next day
BOWMANTVILLE, ORLAWA, WHITBY, TORONTO,	} The morning but one after leaving Montreal.
BRAMPTON, GEORGETOWN, GUELPH, BELLIN, STRAITFORD,		} The day but one after leaving Montreal.
LONDON, and all Stations West,	} Two days after leaving Montreal.

The regularity of this Train may be somewhat affected by the weather during the early part of April, but every effort will be made to ensure punctuality.
 C. J. BRYDGES,
 Managing Director.

Montreal, 23th March, 1866.
G. & H. GIBSON, QUEBEC,
AUCTIONEERS, BROKERS,
MANUFACTURERS' AGENTS, GENERAL
COMMISSION MERCHANTS, &c.
 Office and Stores corner of St. Peter and St. James' street, Lower Town.
 Quebec, 6th March, 1866. 8-2m