

CANADIAN SECURITIES IN ENGLAND.

GOVERNMENT SECURITIES.

Canada 6 per cent. Jan. and July, 1877	93 to 101
Do 6 per cent. Feb. and Aug.	93 to 100
Do 6 per cent. March and Sept.	100 to 102
Do 6 per cent. Jan. and July.	88 to 95
Do 6 per cent. Inscribed stock.	87 to 89
New Brunswick 6 per cent. Jan. and July	97 to 99
Nova Scotia 6 per cent., 1876	93 to 100

RAILWAYS.

Atlantic and St. Lawrence	57 to 59
Buffalo and Lake Huron	44 to 43
Do preference	61 to 61
Buffalo, Braut, and Goderich, 6 p. c.	65 to 72
Grand Trunk of Canada	201 to 213
Do equip. mort. bds., charge 6 p. c.	85 to 90
Do 1st preference bonds	62 to 61
Do 2d deferred	00 to 00
Do 2nd preference bonds	53 to 55
Do 3d deferred	00 to 00
Do 3rd preference stock	37 to 40
Do 4d deferred	00 to 00
Do 4th preference stock	24 to 25
Do 5d deferred	00 to 00
Great Western of Canada	13 to 13
Do new	13 to 13
Do 6 without option, 1873	93 to 96
Do 6 do 1877-78	84 to 85
North. R.R. of Canada 6 p. c. 1st pr. bds.	82 to 85

BANKS.

British North America	48 to 60
Mercantile and Exchange	9 to 7 dis.

MISCELLANEOUS.

British American Land	20 to 25
Canada Company	68 to 72
Canadian Loan and Investment	2 to 1 dis.
Hudson's Bay	16 1/2 to 16 1/2
Trust and Loan Company, U. C.	1 to 4 dis
Atlantic Telegraph	17 to 22
Do do 8 per cents	50 to 55

**AGRICULTURAL TRENDS.**—The retiring President of the New York State Agricultural Society, in his annual address, a few days ago, stated that the estimated value of the farms, and stock of that State was \$725,000,000; he thought \$1,000,000,000 nearer the mark. He urged that the annual profits from these farms ought to be double what they are, and said that the average products of spring wheat per acre is only 7 bushels; of winter wheat 13 bushels; corn, 25 bushels; potatoes, 28 bushels, and hay 21 one hundredths of a ton. To show how intelligent and skillful husbandry would change such an exhibit, he had applied to Hon. George Geddes of Onondaga county, for statistics as to the average yield of his own and his neighbor's crops for a series of years. Mr. Geddes reported as follows: Wheat, 26 bushels per acre; barley, 28 bushels; oats, 40; corn, 40 to 45; hay 2 tons. Based upon this showing, Mr. Geddes estimates that \$72,000,000 could be added to the agricultural wealth of the state by careful culture. Instead of progress, however, he asserts that the average production is less than ten years ago.

**CASE DOWN BUT NOT DESTROYED.**—The "RAILWAY KING."—We rejoice to learn that on Saturday a decision was pronounced by the Lord Chancellor in favour of Mr. George Hudson, with reference to some complicated mortgage transactions. It is said that the effect of the decision will be to render Mr. Hudson again a wealthy man. The intelligence is very gratifying to us, and we sincerely wish his "Majesty" health, peace, and length of days.—*Holland's Iron Trade.*

**TIME CONTRACTS—SHORT SALES RUNNING OUT OF MARGINS.**—The Chicago Tribune contains a full account of the case of Drew vs. Wheeler, heard before Judge Geary on Tuesday. The case arose out of a "short" sale of wheat, deliverable at Milwaukee. The defendant was instructed to sell for the plaintiff, a lot of wheat at a certain figure, seller's option, ten days plaintiff putting up a margin. The defendant called on plaintiff for more margin, which he refused to put up. The defendant then filled in the "short" to protect himself, at a loss to the plaintiff. Subsequently, and before the option had expired, wheat suffered a material decline. The plaintiff sues to recover his probable gain. The defendant pleads custom. The court holds that the plea is not good, as the evidence shows that the custom of "filling in" at the "running out of margins" is universal among the commission merchants of that city. Verdict for plaintiff.

**A VOYAGE WITH MANY RUDERS.**—The Greenock Advertiser relates an extraordinary story of courage and perseverance on the part of a shipmaster. Capt. Churchill, of the ship Research, 1450 tons, of Yarmouth, N. S., (says the Advertiser) has brought his vessel safely from Quebec to this port in a leaky and disabled condition after a prolonged and perilous passage of 85 days, during which the ship was exposed to an almost continuous gale, sometimes reaching the violence of hurricanes, suffered much damage in hull, spars, and sails, and put her decks repeatedly swept while lying in an helpless state in the trough of a mountainous sea. The officers and crew suffered much from labour in shifting the sails, working the pumps, and from exposure to the elements and the occasional scarcity of provisions. There were on the voyage opportunities of abandoning the vessel, a course which would have been taken by commanders of less determination and integrity, but Captain Churchill stuck to his ship, and we hope that his daring and ingenious efforts to preserve vessel and cargo will be acknowledged by those to whom their abandonment would have occasioned a serious loss. The Research sailed from Quebec, timber-laden, and consigned to Messrs. William Lindsay and Co., of Greenock, on the 19th of November,

and passed through the Straits of Belleisle, a difficult passage at that season. On the night of the 26th, although there was almost a calm, the barometer fell to 23 degrees, and the canvas was instantaneously reduced to close-reefed topsails, and next morning a tremendous gale from the N. W. burst on the ship, carrying away and tearing all the canvas from the yards. A heavy sea broke the rudder a little below the rudder case, and the rudder chains parted. Attempts were made to secure it by hawsers, but in vain, and it began to break into pieces, so that it was necessary to lighten the cargo aft, to get tackles on the rudder. Next day it was found necessary to make more sail to keep the rudder from striking heavily on the stern post, and as the hawser was chafed off the rudder it was still going to pieces. They were, however, afterwards enabled to secure what was left of the rudder by tackles, so that with the help of the sails the vessel was kept on her course until the 29th, when the damaged rudder was unshipped by a sea and rendered useless. A heavy rudder was commenced and was shipped on the 2nd of December, but there being a cross sea the hawser parted and the rudder was lost. Nothing daunted by this sudden failure, Captain Churchill tore down the remainder of the wheelhouse, the rest having been previously carried away, took a spare topmast, bolted a quantity of deals on it, and put it over the stern to act as a steering oar by means of tackles, but the vessel would not obey it by paying off, and it was taken on board, and the ship lightened forward. On the 4th of December the rudder was again put over the stern, and an attempt made to get the vessel to pay off before the wind, but without effect. Next day the rudder was weighted, and again put over the stern, when it broke about 10 ft. from the upper part, but ultimately they managed to get the vessel to pay off, and to keep her before the wind with the sails and the fragment of the rudder. The rudder was again got on board, and spliced and repaired, and on the 9th of December an attempt to ship it failed by the gear giving way. The weather continued very stormy until the 14th of December, heavy seas breaking over the vessel and staving in the forward deck-house and provision locker. On the morning of that day a temporary lull enabled them to get the rudder shipped, but during the next day the stock was broken and it was rendered useless. The captain and crew having managed to unship the stock on the 21st of December, commenced a new rudder, it having been impossible from the hurricanes and high irregular sea to begin the work sooner, as during the time which had elapsed since the last rudder was disabled the ship was rolling about in the trough of the sea, with one of the pumps disabled. The rudder was got into its place on the 2nd of January, after much labour, but as it had no power over the vessel, it was found necessary to put an additional rudder over the stern like a steering oar, worked with tackle from in-board, and this had the necessary effect until the 5th of January, when the stock of the other was carried away and the rudder lost. Up to the 10th of January the vessel was subjected to a series of hurricanes and heavy seas, which swept the decks, stove in hatches, and carried off bulwarks, but on that day the indomitable commander prepared to send down the main yard to make a new rudder, which, after several mishaps in trying to ship and secure it, was got into its place on the 13th of January. This rudder not being able to command the ship, Captain Churchill, on the 25th of January—the ship having in the interim been spoken by three vessels, and supplied with provisions—proceeded to make another which, after several ineffectual and heart-breaking efforts, was shipped on the 27th of January, but no sooner was it in its place and put to use than the stock gave way and left it disabled. Determined to bring his ship into port, Captain Churchill, "setting a stout heart to a stey brack," again set to work, made a fresh rudder and got it shipped up the rudder-post on the 1st of February, the vessel being then in lat. 49 N., lon 12 13 W., having been driven back from the latitude of Tory Island by north and east gales. The wind having now become favourable, and the rudder fully answering its purpose, the ship proceeded up the South Channel, and at Ailsa Craig fell in with a tug which brought her to this port. She has been berthed at the wooden wharf, where the last rudder is an object of considerable curiosity in extricating vessels during storms from dangerous positions, and on one occasion saved a ship from being destroyed by fire.

**JOINT STOCK COMPANIES.**—A return moved for by Mr. Fildes, M.P. for Great Grimsby, shews that during the year 1864, 222 companies were registered, with a nominal capital of £27,437,683 14s., and during 1865 the number was 1,013 companies with a nominal capital of £235,331,818. Thus, in two years, companies with capital to the enormous amount of nearly 1443 millions were started, besides which, there were twenty-five companies registered without nominal capital. The following year saw a great diminution, not so much in the number of the companies as in the magnitude of their capital. The speculative world had begun to get alarmed at the enormous weight of liability which it had taken upon itself. So, while the number of new enterprises was as many as 763, the amount of their capital was only about 763 millions; in other words, while during 1864-5 the average capital of each company was nearly a quarter of a million, in 1866 it was under £100,000.

**THE LEAD MINES OF TUDOR.**—Mr. Kirkpatrick, a gentleman of considerable practical experience in mining, is now engaged in working a lead for the Boston Tudor Lead Mining Company, on lots 23 and 24 in the 14th concession of Tudor. A new shaft was opened last week, and with fair prospects of success, the galena being found in a gangue of calc-spar and sulphate of barytes, or heavy spar (commonly known in those regions as "lead-quartz.")

HAVANA PRICES CURRENT.

The following is the last (James M. Lawton) Havana Prices Current of Imports, dated March 6, 1867:

Commodity	Price	Quantity	Notes
Lard, Pr., Rendered, in three	\$1 30 per 100 lbs.	100	Not called for.
" "	40	100	Good demand.
" "	50	100	Good demand.
Hatter, Yellow, Kags and dicks	4 77	do	Large arrivals.
Cheese, American	2 98	do	Good demand.
Hama, American, in casks, Sugar Cured	3 51	do	Not called for.
Pork, masts in barrels	1 30 per 100 lbs.	100	Good demand for superior.
Bacon, clear and unsmoked, in boxes	3 23 per 100 lbs.	100	
Beef, masts, in boxes	1 08 per 100 lbs.	100	
Ham, White, Egg and Starrow	7 00 to 7 50 per 100 lbs.	100	
Yalouse	7 1 per 100 lbs.	100	
Onions	3 00 to 3 75 per 100 lbs.	100	
Corn, Yellow, Round	1 25 to 1 00 per 100 lbs.	100	
Oats	3 00 to 6 00 per 100 lbs.	100	
Iron, Shipping Sails	51	do	
Har	11	do	
Oil, Petroleum	15 per gal.	100	
Tallow	2 28 per 100 lbs.	100	
Rosin	11 1/2 per 100 lbs.	100	
Paper, Straw, Wrapping	3 00 per ream.	100	
Lumber, Yellow Pine	20 to 25 per 1,000 feet.	100	
Lumber, White Pine	23 to 25	do	

**EXCHANGE.**—London 60 days . . . . . 1 1/2 to 2 per cent premium  
Paris . . . . . 1 1/2 to 2 per cent premium  
New York . . . . . 25 to 26 per cent discount  
Sight . . . . . 10 per cent discount  
60 days, Payable in gold, 3 to 3 1/2 per cent premium  
Sight . . . . . 2 1/2 to 6 per cent premium

ASSIGNEES APPOINTED.

NAME OF INSOLVENT.	RESIDENCE.	NAME OF ASSIGNEE.
Bernard, Rom	St. Hyacinthe	T. Sanguin
Brancheaud, Robert	St. Germain, Vt. (Rich)	T. Sanguin
Johnson, James	Toronto	Thos. Clarkson
Forster, Thomas	Windsor	P. S. Ross
Fidler, Joseph	Brantford	A. W. Smith
Glasford, James	Montreal	John Whyte
Grant, W. W.	Montreal	A. B. Stewart
Howard, Hugh	Hamilton	J. J. Mason
Jessell, David	Montreal	T. Sanguin
Jacobs, Joseph E.	London	L. Lawson
Kane, John A.	Amherstburg	J. McCree
Marston, Geo. J., jun	Ontario	Francis Clewax
Milroy, Peter H.	Brantford	John Lynch
McBain, John	Yamouco	Thos. Clarkson
McCarthy, W. H.	Pemina	W. F. Findlay
McGarvey, Wm.	Galt	Alex. Macgregor
O'Leary, Jeremiah	London	S. C. Wood
Santorum, Wm.	Waterloo (Twp.)	H. F. J. Jackson
Stearns, Milton H.	London	Hease Hunter
Stewart, John	St. Johns, C. E.	T. S. Brown
Stimmonds, John	London	Thos. Churcher

APPLICATIONS FOR DISCHARGE.

NAME.	RESIDENCE.	DATE.
Fall, George	Colborne	May 13
Farling, Jacob	Woodstock	" 13
Fay, George	Queen's Sound	" 18
Forster, Edward	Quebec	June 1
Harvey, Thos. R.	St. Urs	May 15
Hatch, Joseph	Woodstock	" 6
Jones, Willis	Colborne	" 12
King, W.	Hamilton	" 10
O'Brien, Patrick	London	" 16
Parr, Henry	St. Urs	" 11
Stearns, M. A.	London	" 12
Smith, Thomas	London	April 1
Strath, Peter, & Geo. Conlin	Georgetown	May 13
Young, Thomas	Beachville	" 10

WRITS OF ATTACHMENT ISSUED.

DEFENDANT'S NAME AND RESIDENCE.	PLAINTIFF'S NAME.	DATE.
L. R. Foose, J. W. Holden, & J. M. Gilbert, Chatham	Chas. G. Waldron, & Jas. R. Hazlett	Feb. 21