

PROVINCIAL, LOCAL, AND GENERAL INTELLIGENCE.

Several agricultural meetings have been held in the Lower Province lately, and at all, evidence of a desire to go ahead has been manifested. At the Montreal Ploughing Match, held on the 24th instant, the competition for the 'first class' was so close that it was with great difficulty the judges could arrive at any decision as to who was best, where all were so good. At the Terrebonne Ploughing Match, held on the 18th instant, great spirit was manifested by the competitors, who likewise exhibited much excellence in their art. At the Vaudreuil County Agricultural Show, held on the 27th, the display of stock, and specimens of the dairy and native manufactures was excellent. In some instances the pieces of *étouffe* exhibited were entirely the produce of a single farm, where the wool was grown, spun, woven, and fulled, and where, to all appearances, it would be made up and worn. The dairy, also, presented a delicious sight to the amateurs of good cheese and butter; and what was more gratifying than all, some buyers on the ground went off with the whole stock at full prices, for the Montreal market, declaring at the same time that the quality was unsurpassed by any importation from whatever part, the old country alone excepted.—The *Montreal Courier* says, "We are happy to learn that there is now no doubt of the Railroad between Montreal and Troy being speedily constructed, the stock required to be taken up, in Montreal, being nearly subscribed for. This road completed, we shall have a continuous steam communication between Montreal, New York, and Boston." We are also happy to learn that the preliminary works for the construction of the Portland Railway are proceeding rapidly. The road is expected to be in successful operation through to Montreal, by January, 1849.—Sir George Simpson, Governor of the Hudson's Bay Territory, arrived in Montreal this week from the North-West. A few days before his departure, about 400 men of the 6th Regt. destined to garrison that secluded portion of our empire, arrived, under the command of Colonel Crofton, an experienced officer, who has been specially selected by the Duke of Wellington for that duty. They were all in good health and spirits.—The Grand Jury of the Quarter Sessions for the District of Montreal, in their Presentment to the Court, on Thursday, express their "sorrow at the frequent occurrence of accidents to steamboats, and ask for some law to prevent racing, to which they generally ascribe them.—The *Transcript* says that fifteen or sixteen persons have died of injuries received by the late bursting of the boiler of the *Lord Sydenham*, and that it is rumoured that the said boiler had been for a long time known to be in a bad state, and that the pressure on it at the moment of the accident was much greater than was consistent with safety. A correspondent of the *Kingston Chronicle* suggests the yearly inspection of steamboat machinery, by a public officer, to be paid out of a tax to be levied on steamboats.—The *Toronto Patriot* reports the potato crop in the Districts west of Toronto to be in a deplorable condition; and a Hamilton paper expresses the opinion that there will not be one sound one left in 'at neighbourhood by Christmas.

From the United States, the latest news is that Santa Anna had left Mexico City for Monterey, with 4000 men.

BRIDGE ACROSS THE ST. LAWRENCE.—We are informed that Edw. Goy, Esq. of Pennsylvania, has been engaged to undertake the construction of the Bridge across the St. Lawrence, and that he, with his assistants, will at once make the necessary surveys, with a view to ascertain its cost and location. We trust that the gentlemen who have this work in hand will not hesitate, but proceed boldly and prudently in making all the necessary arrangements: for we have no doubt that it will prove the best stock in the Province, and that the capital necessary for its construction will be without difficulty obtained.

THE COMMERCE OF EUROPE.—The Austrian Lloyds, in an article founded upon official documents, gives the following summary of the foreign commerce of Europe. The European mercantile marine, without including the coasting trade, comprehends 260,000 vessels, measuring in all 33,493,000 tons. The total value of the merchandize they carry is estimated at 11,935,765,000 francs. The proportions per cent which each of the different States of Europe bears in this total value are as follows:—England, 51 13-46; France, 13 3-5; Holland, 5 7-9; Hamburg, 4 4-5; Russia, 3 8-9; Sardinia, 3 1-6; Belgium, 2 1-5; Prussia, 2 1-9; Austria, 1 4-5; the two Sicilies, 1 1/2; Sweden and Norway, 1 1-5; Tuscany, 1 1-9; Denmark, 1 1-45; Bremen, 1; Portugal, 8-9; Spain, 14-15; and all the other States six per cent. The result is, that the trade of France and Belgium, taken altogether, is equal in value to that of Germany and Holland united—that is to say, that each represents 15 4-5 of the total. The four taken together represent about 3-5 of the trade of England.

By one of those oversights against which editors and writers cannot guard the print of an article inserted in the last number of the *Economist*, headed "Spirit of the Press" was laid aside uncorrected. The consequence was that a number of inaccuracies appeared, some of which were calculated to throw an air of ridicule over the whole of the matter. Thus, instead of being "allowed to claim some credit for having exercised an evil influence," it stood "exercised an evil influence," which, although the rigid censor and clever naturalist of the *Montreal Gazette* might assert was nearer the mark than the language actually written, we beg to enter our protest against. The word "excluded" was also inserted in another part for "include," as well as several less material verbal errors, which the reader would have no great difficulty in correcting, and which it is needless now to point out.

THE MARKETS.

ENGLISH.

No later intelligence since our last.

(Written for the Economist.)

NEW YORK.

27th Oct. 1848.

ASHES—Continue in demand, at \$4 50c. for Pots, and \$5 for Pearls.

FLOUR.—Which, since our last report, had reached \$6 25c., has again receded to \$5 87c. \$5 93c. for best brands of Genesee and Ohio.

WHEAT.—Large sales have taken place, at 125 to 128 cents per bushel of 60 lbs.

CORN—Is in demand, at 72 to 75 cents.

BARLEY—62 1/2 cents.

OATS—35 to 36 cents.

PROVISIONS.—Mess Pork, after last steamer's news, rose to \$10 37c. to \$10 50c., has again declined and has been offered at \$9 88c. to \$10. Prime commands \$9. No rate yet for Mess Beef.

TALLOW—Is very scarce, and sells for 8 1/2 cents.

EXCHANGE—on London, 60 days, 7 1/2 per cent.

CLEVELAND.

[The Mail has failed to bring us the letter of our valuable Cleveland correspondent. From private letters we learn that Wheat was arriving at that port in large quantities, and that the price had gone down to 64 cents.—This in consequence of a scarcity of vessels and a want of currency. Mess Pork was about all shipped, and could not be bought under \$10. At Buffalo, from the break in the Erie Canal, the quantity of produce waiting a chance of shipment is immense. Freights to Albany, for Flour, are quoted firm at 87 1/2 cents; and for Wheat to New York, 32 1/2c. per 60 lbs. Our readers will recollect, that when we compared the St. Lawrence route to the sea, with that by the Erie Canal,—last spring—we based our calculations on the rates then current, say 55 cents to Albany for Flour, or 65 to New York, and 20 cents for Wheat. Both of these articles can, at the present time, be shipped to this port from Cleveland, at a saving in freight of 32 cents on Flour, and of 7 cents on Wheat, over the rates now charged via the Erie Canal to New York.]

MONTREAL. Friday Evening, 30th Oct.

ASHES—Are dull, at 23s. 9d.—for both qualities.

FLOUR.—The demand is yet fully equal to the receipts. 33s. has been paid for Fine since our last report, the price to-day cannot be quoted over 31s. 6d. Extra 32s., and Superfine 32s. 6d.

WHEAT—Is arriving freely. Good samples sell for 5s. 9d., and Middling at 5s. 6d.

PROVISIONS.—Mess Pork has varied during the week from \$14 1/2 to \$15, but was firm to-day at the former rate. Prime is dull and nominal at \$10—without any sales to report. Prime Mess \$11 1/2 to \$11 1/2. Nothing doing in Beef.

PEASE—We quote, at 4s. 10d. to 5s.

FLAXSEED—Sells on arrival, at 4s. 7d. to 4s. 9d.

TALLOW—Is very scarce, and is held at 5 1/2d. to 6d. per lb.

WESTERN MARKETS.

TOLEDO, October 14.—Receipts by canal are large, and business, of course, lively. Vessels are in great demand, 8 to 8 1/2 cents freight being paid for Grain to Buffalo. There were sales yesterday of 1000 bushels, Wheat, fine quality, at 77c., and 3000 bushels at 75 cents. Some Corn (the amount not known) changed hands yesterday at 42 cents.

Receipts per canal, of the principal articles, for the past two days.

Corn	bush. 29,240	Lard	lbs. 156,900
Wheat	10,038	Butter	2,529
Flour	1,520	Linseed Oil	bbls. 20

Blade.

MILWAUKEE, October 15.—Wheat dropped again yesterday. The market opened 58c., but towards evening, 55 to 56c., was all that buyers seemed willing to pay. The steady decline, as we have before stated, is owing to the scarcity of vessels and the high price of freights. The Brig Scott, loading at McClure & William's Warehouse, receives twenty-one cents per bushel to Buffalo; and even at those rates, it is impossible to obtain vessels to carry off the accumulating crop. Flour sells in the street at \$4 the load, but little coming in. Some few lots of Corn has been bought recently at 31 cents.—*Sentinel and Gazette.*

CHICAGO, October 14.—There is a large quantity of Wheat in the street this morning, and a dull market.—Buyers are unwilling to operate in advance of the Great Britain's news: consequently, what comes forward is not taken up freely, and prices have declined; 52 to 56c., may be considered the market, though a few samples brought 59c. Freights are high. The N. C. Walton, lumber craft, has been chartered from Little Fort, at 23 cents; and part of the cargo of the brig Scott, which was to take in the balance at Little Fort, was taken here at 21 cents. Every thing in the shape of a vessel is being impressed into the Wheat carrying trade; and consequently, our receipts of Lumber for the remainder of the season will be light.—*Journal.*