

MONTREAL MARKET.

[To us it is very annoying to have to state that our regular report, from our own reporter, of the Montreal market, has again miscarried; it is believed that such precautions have been taken as will prevent the recurrence of this disappointment. The subjoined is the Corn Exchange Report.—
ED. M. & C. TIMES.]

MONTREAL, Sept. 20.

Flour per bbl. of 196 lbs.—Superior Extra \$6.25 to \$6.50; Extra \$6.00 to \$6.15; Fancy \$5.85 to \$5.95; Fresh-ground Super, from Canada Wheat nominal at \$5.25 to \$5.50; Western States Superfine in bond \$5.25 nominal; Medium Strong Supers, from Canada Wheat, \$5.60 to \$5.85 nominal; Strong Bakers' Flour, \$6.15 to \$6.40; Supers, from Western Wheat (Welland Canal) nominal at \$6.50 free; City brands of Superfine (from Western Wheat) nominal at \$5.50 free; Canada Supers, No. 2, \$4.95 to \$5.00 nominal; Western States No. 2, in bond, \$4.75 nominal; Fine, \$4.50 to \$4.55; Middlings \$4.00 to \$5.00; Pollards, \$3.25 to \$3.50 nominal; U. C. Bag Flour \$2.60 to \$2.70 per 100 lbs. according to quality; City Bags (delivered) \$2.70 to \$2.75; Breadstuffs in Great Britain and in the Western States are reported by telegraph to be off a little to-day; the Flour market is here, therefore, not nearly as firm as it was yesterday, yet in absence of transactions in shipping grades, quotations are continued as nominally unchanged. Not a great deal of business done for local consumption. Extras and Fancy quiet. No sales of ordinary Canada Supers, in quantity to notice,—and comparatively little done in Strong Bakers' Flour,—about 700 bbls. of a good medium brand bringing a trifle over \$6.00. City brands and Welland Canal Flour nominal. Small sales of No. 2 Superfines at quotations,—about 500 bbls. of Fine and Middling's being taken. Bag Flour steady. Receipts reported this morning by G. T. Railway, 1,000 barrels; by Lachine Canal, 4,100 barrels. Oats—The market for oats was dull with some small sales at 37 and 37½c. Peas—Very few coming to market, and retail sales are reported at 75 to 82½. Timothy Seed—Market quiet and unchanged; sales were at \$3 20 and \$3 50 as to quality. Flax Seed—Some sales of small lots reported within range of quotations \$1 55 to \$1 65. Butter—The market was very quiet, and prices were rather easy at 20 to 21½c. Cheese—Was also quiet at an advance of ¼ to ½c, selling at 11½ to 11¾c. Pork—Market dull and without change. We now quote: Mess, per bbl. of 200 lbs, \$28 to \$28 50; thin mess \$25 to \$25 50; prime mess \$21 50; prime \$21. Ashes—Any bills offered were readily taken up at our quotations. Sales were made at \$5 80 for first pots; \$5 20 for seconds; and \$4 40 for thirds. Pearls were quoted at \$7 25 to \$7 30.

LOCOMOTIVES WITHOUT RAILWAYS.

At the present moment, when so much anxiety has been expressed on account of the exportation of horses, a Parliamentary paper just issued will be read with interest as showing that the time approaches when we shall no longer require the services of the noble animal. It appears, by the reports on Thompson's "road steamer" made to the War Department, that this engine, unless, perhaps, for hunting purposes, is far more useful than any horse. Mr. Anderson the superintendent of machinery, says he has "come to the conclusion that the question of steam traction on common roads is now completely solved;" that it opens up an entirely new field, and that he looks upon the application as a discovery rather than an invention. The wheel and its tire may be described as consisting of a broad iron tire with narrow flanges, upon which is placed a ring of soft vulcanized indian-rubber; this

ring is about twelve inches in width and five inches in thickness, which thus surrounds the iron tire, and is kept in its place by the flanges; then over the india-rubber there is placed an endless chain of steel plates, which is the portion of the wheel that comes into actual contact with the rough road, the reticulated chain being connected by a sort of vertebra at each side of the wheel. The india-rubber tire and this ring of steel plates have no rigid connection, but are at perfect liberty to move round as they please without consulting each other or even without the concurrence of the inner ring of the wheel which they both enclose. Mr. Anderson states that the reason why this wheel is so efficient is because the soft india-rubber allows it to flatten upon the road, whether rough or smooth. The wheel, being a circle, if it is a rigid structure, presents but a small surface, but this wheel conforms to every irregularity for a space of nearly two feet by the weight of the engine causing the india-rubber to collapse, and so producing a change of form. In the construction of the road steamer the greater portion of the weight, including the boiler, rests upon the driving wheels; the third wheel in front is for guiding the direction of movement, and is perfectly under control. In the course of experiments witnessed by Mr. Anderson, the engine went up a zigzag labyrinth of courts, and it can describe any figure almost in a space of twice its length. The boiler employed is an independent invention adapted to the carriage. Its chief peculiarity is the copper pot for holding water within the furnace, and it is so contrived that if the boiler contains any water the pot will have a full supply. This arrangement keeps the centre of gravity low, and allows the engines to run up hills of 1 in 10, or go along an angle of 35 degrees. On the first day Mr. Anderson saw it in Leith the streets were very wet and adhesive. A train of waggons containing ten ton of flour, besides their own weight, were standing at the bottom of a slippery street with a gradient of about 1 in 17; to this train the little engine was attached, and away it marched as if it had no load, went up to the top of the hill, and then down on the other side, no breaks being required. After depositing its load somewhere in Leith, it ran down to the Portobello seashore at the rate of 10 miles an hour. On surveying the sands, Mr. Anderson says it seemed an impossibility that it could walk on such soft sinking ground, but on it rushed through all, over some quicksands, ran into the sea and along its edge, in every direction, in the most wonderful manner. It then, after returning from the seaside, removed an old boiler from the docks to a yard at some distance. The boiler and waggon, with the fastening chains, weighed upwards of 22 tons, and the boiler on the waggon stood some 25 feet high. Up to this the engine backed, then marched off with its load along the quay, over a rising swing bridge and along other quays, until it reached its destination. The charm of the performance, Mr. Anderson remarks, was in the way in which it was done. No shouting, no refractory or desultory pulling of horses, but by the expenditure of a few pounds of coals and water, the whole was accomplished with ease and celerity; and so accustomed are the people of Leith to its performance, that no notice was taken of it, except by the country horses, for the town horses seem to know that it is their friend rather than their enemy.

SYNOPSIS OF THE AMENDED U. S. PATENT LAW.—We have now before us a copy of the law to revise, consolidate, and amend the statutes relating to patents, recently enacted by Congress. It contains no radical changes, but simply codifies the old system, and reduces it into more compact shape. We do not consider it necessary to reprint the entire text of the bill, but will present a summary of its chief features. The officers provided for are a Commissioner, Assistant Commissioner, three Examiners-in-chief, Chief Clerk,

Examiner-in-chief of Interferences, twenty-two Principal Examiners, twenty-two Assistant Examiners, Librarian, Machinist, five clerks, class 4; six clerks, class 3; fifty clerks, class 2; forty-five clerks, class 1; and purchasing clerk. Additional clerks, male and female, copyists, etc., *ad libitum*, or according to necessity. The claims and engravings to be no longer published in the report. The annual report to contain only a list of the patents. The three Examiners-in-chief required to be persons of competent legal knowledge and scientific ability. No other persons connected with the Patent Office, required to have such qualifications. Models to be furnished when required by the Commissioner. The printing of the patents and drawings is authorized, and we trust that the Commissioner will make the work creditable to the advanced state of American art and invention. All persons may take patents, provided the invention has not been in public use for more than two years. No discrimination is made against Canadians. The law requiring foreigners to put their inventions on sale within eighteen months is abolished. Assignments void, as against a subsequent purchaser, unless recorded within three months from date. All cases can be appealed from the Commissioner to the District Court, except interference cases. In cases where a patent is refused by District Court, an appeal by bill in equity may be taken. Disclaimers may be filed. Designs may be taken by all persons—no discriminations. This will enable foreign manufacturers to protect themselves against having their designs copied, which has hitherto been quite extensively practiced in this country, especially in the production of textile goods. Trade-marks may also be protected by firms or individuals; twenty-five dollars for thirty years, with right of renewal. The above are the more important changes made by the new law. They are simple, and on the whole commendable.

DOMINION NOTES.—The following is a return by the Receiver General of the amount of Dominion Notes which were outstanding on the 31st August, 1870, and of the Specie and Debentures held by him for the redemption thereof, in conformity with the Act 33 Vict., cap. 10:—

In circulation and redeemable in Montreal.....	\$4,753,333
In circulation and redeemable in Toronto.....	1,459,667
Do. do. St. John, New Brunswick.....	393,000
In circulation and redeemable in Halifax, Nova Scotia, \$317,000 at 2½ ex.....	308,547
Fractional notes in circulation and redeemable in Montreal, Toronto, and St. John.....	462,000
	\$7,376,547
Specie held in Montreal.....	\$ 950,667
Do. Toronto.....	291,933
Do. St. John, New Brunswick.....	78,600
Do. Halifax, Nova Scotia.....	61,709
Do. Montreal alone for Fractional Notes.....	92,400
Additional Specie held to cover the excess beyond the \$7,000,000 authorized	301,238
Debentures held by the Receiver General.....	5,600,000
	\$7,376,547

LIVERPOOL RAG MARKET.—Little if any change has taken place in the market here during the month; all sorts that are up to the mark have found buyers, and prices have shown little alteration, if anything slightly in favour of buyers. The export demand does not lull, and so long as an opening this way is kept up lower prices need not be looked for. Gunny Bagging and all strong material is much inquired for, and little if any remaining in stock.—*British Trade Journal*.