

gets full particulars of the design, super-structure, etc. Meanwhile one argument that is being used against the construction of the bridge is too childish to require serious refutation. It is that such a bridge would take away traffic from the St. Lawrence to the States. We should imagine the Ottawa lumbermen were not ungrateful for their products having found their way to the United States. For the rest, the best routes will assert their supremacy; and the great St. Lawrence need here fear no rival.

BANK OF LIVERPOOL.—The affairs of the Bank of Liverpool, N. S., show up very badly and it is becoming pretty evident that even with what the double liability exacts from shareholders the bank will not be able to pay its debts to the public. The accounts have been carefully investigated by a competent person and we understand his report shows that assets of the bank have been largely over-estimated in recent statements; that interest accruing upon bad debts was placed to credit of profit and loss account by the officials, apparently with the object (no other motive can be imagined) of justifying the continuation of their salaries, for without the profit represented by this item statements would have shown actual loss on the years' business. The burden will fall largely upon Halifax, most of the solvent shareholders being citizens of that place and generally in easy circumstances. But in view of present developments, the settlement of the bank's affairs will give another blow to the unfortunate town of Liverpool, which has already suffered so much; and will help to prevent any possibility of a speedy recovery from the slough of despond into which it has been thrown.

WHERE OUR BARLEY IS SHIPPED FROM.—The new crop of Canada barley compares well in quantity as it does favorably in colour and quality, with former years, surpassing 1878 entirely. The receipts at Oswego from new crop are given in the *Palladium* of that city as under:—

New crop	1879	receipts....	3,834,178	bu.
"	1878	".....	2,844,597	"
"	1877	".....	3,915,477	"
"	1876	".....	3,014,732	"
"	1875	".....	3,695,835	"

(Of this 1879 total at that American port, 3,834,178 bushels, there were shipped from Bay of Quinte ports 1,515,937 bushels, or close upon 40 per cent. Leaving about 60 per cent, or 2,318,241 bushels, as forwarded from points on Lake Ontario west of Trenton as far as Hamilton. We append the respective shipments from the Bay ports:—

Belleville.....	313,237	bushels.
Napanee.....	300,492	"
Trenton.....	208,226	"
Kingston.....	152,121	"
Picton.....	145,480	"
Consecon.....	65,619	"
Wellington.....	64,180	"
Bath.....	53,780	"
Shannonville.....	47,705	"
Millpoint.....	38,811	"
Amherst Island.....	24,513	"

Milford.....	22,200	"
Cressy.....	19,683	"
Ferry Point.....	14,564	"
Adolphustown.....	14,096	"
Northport.....	13,300	"
Collin's Bay.....	11,200	"
South Bay.....	6,700	"

Total..... 1,515,927 bushels.
The shipments from western ports on the Lake were as follows:—

Toronto.....	596,106	bushels
Port Hope.....	492,333	"
Whitby.....	259,612	"
Cobourg.....	196,508	"
Darlington.....	161,391	"
Oshawa.....	115,937	"
Newcastle.....	120,047	"
Frenchman's Bay.....	89,628	"
Brighton.....	73,560	"
Oakville.....	67,173	"
Colborne.....	63,279	"
Gananoque.....	38,230	"
Grafton.....	21,537	"
Hamilton.....	18,878	"
Port Credit.....	14,000	"
Burlington.....	10,000	"

Total west ports.... 2,318,241 bushels.

WINNIPEG BOARD OF TRADE.—At a recent special meeting of the Board of Trade of Winnipeg, Mr. C. Sweeney in the chair, several members formerly proposed were elected, and new members proposed. The principal gathering was the selection of two delegates to the coming meeting of the Dominion Board of Trade. Mr. A. F. Eden and Mr. W. H. Lyon was nominated to proceed to Ottawa as trade delegates from the Winnipeg Board, and were unanimously declared the choice of the meeting without a ballot.

FIRE RECORD.

ONTARIO.—Madoc, 20th—North Hastings grain warehouse and 8,000 bushels grain burned; loss on building \$1,800, insured for \$800; on grain \$7,000, insured for \$2,000.—Orangeville, 20th—Mark Gray's brick dwelling gutted, insured in Lancashire for \$600 and contents for \$300.—Richmond Hill, 21st—Canada Methodist Church burned, through defective chimney, value about \$5,000, part insured.—London, 22nd.—H. Caughtrey's dwelling burned.—Belleville, 22nd.—J. P. Leclaire's frame building burned, furniture saved, building insured for \$500 in Victoria Mutual.—Whitby, 22nd.—Geo. Ayers and also T. Waterhouse's blacksmith shop and dwelling and the Whitby House hotel burned; hotel insured for \$4,000, Waterhouse \$800, Ayers none.—Hillsburg, 21st.—Samuel Irvine's steam sawmill burned, not insured, loss \$1,600.—Port Elgin, 23.—The Dominion Block burned; owned by D. O. Bricker & Co.; and occupied by J. W. Stafford, baker; Duncan Campbell, hotel; Wm. Ely, barber; loss, probably \$4,000; building insured for \$1,000, contents not insured.—Gananoque, 10th.—Councillor Whitney's barn burned, with contents; loss \$500, partly insured.—Belleville, 23rd.—Centre Block, Front St., took fire. Hines, photographer, stock damaged by water, \$200, insured; Robbin's cigar stock destroyed, covered in Royal; Stuart Hooley, grocer, loses \$1,500 on stock, insured \$2,000 in Lancashire; R. H. Toye's wall paper stock damaged; W. R. McRae, grocer, loss \$100, insured; building owned by the Ross Estate; covered in Western.

OTHER PROVINCES.—Port Joly, 17th—Court House and Registry office burned, which latter

contained a general store of Michael Ouillette, whose three daughters were burned to death.—Quebec, 21st—Dubeau's grocery burned, loss \$2,000.—Montreal, 21st—A fire broke out in the basement of Benning & Barsalou's auction warehouse and extended to the upper flats, which burned for two hours and a half, loss considerable.—Windsor, 23rd—Windsor Foundry Co. buildings badly damaged by fire; insured in Dominion for \$2,000, Commercial Union \$1,500, Western \$500.—Quebec, 24th—Simard's, dry goods stock damaged probably \$2,000 by water and smoke.

FREIGHTS &c., AT ST. JOHN

St. John, N. B., December 22.

During last week deal freights have shown no tendency to advance, but rather a disposition to drop below late quotations. As low as 58s., it is said, has been accepted, and brokers are holding back. The immense number of vessels waiting in American ports, and the exceedingly low rates for grain, have compelled shipowners to look to other markets, hence the large number of vessels that have arrived here, and the consequent reaction in rates. Very few vessels of heavy tonnage have been placed lately, and quite a number of small vessels are now in port awaiting offers. The barque "Forest" is chartered for Liverpool, or east coast of Ireland, at 60s., and the barque "R. W. Wood," 314 tons, for Philadelphia, with deals at \$4. Coastwise freights remain steady. In freights for West Indian ports a tendency to drop is shown. There are in port to day un-cleared five ships of 6,473 tons, seventeen barques of 14,513 tons, one brig of 278 tons, three brigantines of 904 tons, and twenty four schooners. This is a very large number of vessels for the season.

BRITISH COLUMBIA TRADE MATTERS.—Recent advices from our Pacific province state that an important rise has taken place there in the price of lumber. Among the most extensive lumber merchants, there is some difference of opinion about prices and as to the extent of the rise, but it is safe, according to a Victoria journal, to say that common rough Oregon lumber has risen \$4 per 1,000 feet, which is equal on an average to 20 per cent, on the price of the previous month. Flooring and shipping planking have risen \$2.50 per 1,000 feet or from 8 to 10 per cent, on previous prices. In the prices of hardware there has been a further average advance since last month of at least ten per cent. in the prices of articles commonly used in house building. All articles in iron, brass and tin have risen greatly in price; some articles as much as 150 per cent. within two months. "There is more inquiry and more sales since the advance. Those who would not build when the price of building material was low, expecting it to go lower, are now in a hurry to build, although this is the wrong season of the year for the erection of houses."

—Fruit receipts at the port of Toronto by water during 1879 were 6,330 barrels, 9,931 boxes, and 74,447 baskets, total packages 90,708, against 48,224 packages last year, an increase of about 47 per cent. The increase was most largely in peaches, receipts of which amount to nearly 50,000 packages, while apples showed a decrease. The statement given as above by the Harbor Master includes apples, peaches, plums, pears, melons, berries, tomatoes and pine apples. Potatoes are included, according to the *Globe*, in the list of fruits, which would seem to indicate the nationality of the harbor master. The arrivals were chiefly from Oakville, Niagara, Port Dalhousie, Youngstown N.Y., Lewiston N.Y., and Olcott, N.Y.