

THE BELMONT RAILWAY—We learn that the line of route for the new railway from the head of the Trent narrows to the ore-bed on the Western shore of Crow lake is now in great part staked out, and tenders asked for its construction. The entire distance will be about eight miles, in almost a straight direction, and over a comparatively level ground. This is not to be a mere tram road, as was at one time spoken of, but a well built railway, on which one or two locomotives are to be placed to transport the ore to the head of the Narrows, where it will be "dumped" directly into scows in waiting to receive it, thus occasioning little or no delay in the handling at that point. J. H. Daubie, Esq., Civil Engineer, has been along the route with a staff of men engaged in locating it, and the work is expected to be pushed forward as soon as Spring opens. The ore bed, which is of great extent, is five or six miles from the village of Marmora. In a northerly direction, and as a large staff of men will be employed in getting out the ore, that spot may be expected to become a centre of an important local trade. A second railway from the head of the Narrows, running in a northerly direction a of about twelve miles, is all that is necessary to enable the Marble Company in the Northern part of Belmont to realize largely from the extensive beds of rich marble which unmistakably exist there. It is not too much to expect that the joint efforts of the Marble Company, and the Cobourg and Marmora Railway Company will succeed in constructing their branch also, and thus secure additional and valuable traffic for the remainder of the route. Belmont, as evidently a promising future before it, as we presume there can be but little doubt that what is here spoken of will be fully realized. —*Peterboro Review*.

WESTERN ASSURANCE COMPANY—The annual meeting of the Western Assurance Company took place at their rooms, Church street, on Friday the 23rd ult. The report of the Directors was adopted unanimously by the shareholders with marked proof of their satisfaction at the results of the year's business. The statements submitted showed that the business of the company in both branches of fire and marine insurance was very considerably on increase at remunerative rates of premium; the best evidence that this company now in its sixteenth year continues to enjoy a full share of the public confidence. From the profits realized a dividend of four per cent for the half year was declared, and the balance carried to the reserve fund. The Directors of last year were re-elected, and at a meeting of the Board, on Saturday, Mr John McMurich was elected president, and Mr Charles Magrath, vice-president. —*Leader*.

GOLD IN DYASBT—The *Peterboro Review* says—We have been shown by Mr. Lucas, Reeve of Dyasbt, a rich specimen of gold embedded in quartz, broken off from a surface rock, which is said to have been found in that township by Edwin Pockett, about four months ago. There are rumours of similar discoveries in Harvey and other new townships, so that on the opening of Spring a good deal of prospecting may be expected throughout our back country.

The *Oil City Register* maintains that the true petroleum basin has not yet been reached by any of the wells—that it lies directly under the sixth sandstone, at a depth varying from 500 to 2,500 feet.

STOCK OF WHEAT IN MILWAUKEE—The *Milwaukee Journal of Commerce* says—The estimated amount of wheat in store here, on Saturday last, is summed up by the Secretary of the Chamber of Commerce at 633,000 bushels, against 1,172,000 bushels for the corresponding time in 1881. We learn also, from the same source, that there has been drawn out for milling purposes, 25,270 bushels.

SHIPS LOADING FOR MONTREAL—AT LIVERPOOL—Lancaster, Onondaga, Cavalier, Ardmillan, Pericles, Mount Royal, Forganall.
At LONDON—Chandler re.
In THE CLYDE—Angela, Myrtle, Abconia, Pericles, Genifer, Shandon.

ST. JOHN TRADE REPORT.

ST. JOHN, N.B., Jan. 19, 1887.

THE business of the past week has been very quiet. The wants of the country districts are fully supplied, and transactions are for the most part limited to the ordinary retail trade of the city. Money has been in demand, and exchange has ruled high with an advancing tendency, but as soon as remittances have been made for the fall importations, an easier market may be reasonably expected. On Thursday and Friday we were visited with a tremendous snow storm (it is said the heaviest for many years past,) which was accompanied by a high wind, causing heavy drifts, and blocking up the roads in every direction, travelling has been rendered difficult, and in some cases impracticable, the mails from all points have been much delayed, and some days must elapse before things will resume their regular course. The shipping arrivals of the week have been unusually small. The schooner "Hirondelle" from Boston, with a general cargo; the steamer "Gen. McCallum" from Portland

with flour, and a few small vessels in ballast comprising the whole list.

LUMBER—The clearances for the week for ports in Great Britain have been confined to two vessels for Liverpool and one for Glasgow with deals. There has been, however, considerable activity in the West Indian trade, eight vessels having cleared with cargoes for various ports in that direction since our last report. We give below some valuable statistical information, regarding our trade with Great Britain during the past year, condensed from the annual circular of Messrs. Cudlip & Snider of this city. From this document we find that from the port of St. John alone there were sent forward during the year 1886, 396 wood laden vessels of 213,000 tons, against 233 of 212,400 tons in 1885. The tonnage of the two years being thus nearly equal though slightly below the average of the past five years. The shipments from St. John from 1881 to 1886 inclusive stand thus:—

Year.	Tonnage.	Tons Birch.	Tons Pine.	Superficial feet Deals.
1881	212,622	9,331	29,296	146,384,000
1882	212,404	1,059	28,891	183,092,000
1883	184,863	6,115	23,600	144,940,000
1884	237,419	9,442	19,164	187,767,000
1885	195,147	11,916	15,531	153,371,000
1886	212,449	9,455	18,415	159,791,000
1886	213,646	11,032	17,431	160,135,000

The aggregate returns for the whole Province show however, a gain of about 11 millions superficial feet of spruce in 1886 as compared with 1885. There is an increase of about 200 tons of Birch, and a corresponding decrease in pine, indeed the returns for the past ten years show conclusively that pine of the necessary quality and dimensions for square timber is becoming rapidly exhausted. In the following table is exhibited the total exports of birch, pine, and spruce, for the whole province, for the years 1884, 1885, and 1886, distinguishing the various ports of shipment and quantities sent forward from each port.

PORT	TONS BIRCH.	TONS PINE.	M. & P. FEET DEALS.	TONS BIRCH.	TONS PINE.	M. & P. FEET DEALS.	TONS BIRCH.	TONS PINE.	M. & P. FEET DEALS.
Bathurst	146	630	4,747	160	410	4,193	276	216	6,432
Halifax	886	2,463	6,293	2,759	3,729	6,306	1,883	2,108	2,952
Chatham, Miramichi	1,295	2,218	62,679	1,700	1,746	10,398	2,253	2,253	22,617
Newcastle, do	1,321	916	24,816	1,131	1,013	19,314	1,122	1,758	25,617
Richibucto	41	10	1,231	63	611	19,791	12	402	22,813
Shediac	6	2	4,353	51	4,376	11,325	622	12	16,348
St John	338	2	11,083	631	11,113	9,113	1,305	11,016	16,348
St George	2	2	2,142	2	2,107	2,107	1-3	209	3,806
St Andrews	72	40	2,482	51	2,016	6,320	1-3	209	3,806
St Stephen and Calais	1,631	6,915	1,113	1,631	8,345	91,992	1,631	8,345	1,345
St John	11,632	17,431	1,113	11,632	18,415	109,701	11,632	18,415	1,345
Total	18,166	21,235	250,909	16,119	21,700	204,233	16,324	22,419	273,459

The stock of spruce logs and deals on land and throughout the province at the close of 1886 is thus estimated:

St. John	33,400,000
Miramichi	125,000
Richibucto	8,000,000
Shediac	3,500,000
St. Stephen	3,000,000
Other ports	3,000,000
Total	63,000,000

This is the smallest total of any of the preceding five

years, in 1885 the stock was 84 millions, in 1884 88 millions, in 1883, 111 millions, 1882, 154 millions, 1881, 167 millions. Of pine timber the stock on hand is estimated at 3000 tons, and of birch 4000 tons. Freight during the past year has been steady at a rather lower average than usual; the average rate to Liverpool having been about 62 1/2 d. per standard for deals, and about 21 1/2 per load for timber; it may be added that these rates are not considered remunerative by owners of vessels.

Flour—There is but one arrival of flour to report this week, that of the steamer Gen. McCallum from Portland. The demand is still very limited, and stocks are excessive but under the influence of recent Canadian advice, the market has partially recovered its tone, and a further advance of about 25c. per barrel has taken place on the various grades. We quote to-day, Strong Superfine \$8.25 to \$8.50, Superfine \$8.00 to \$8.25, Corn Meal \$4.50 to \$4.75 Oatmeal \$3.25 per 100 lbs.

Return of flour inspected at the port of St. John, for the week ending January 15th, 1887.

Wheat flour 1520 barrels.

Preceding week 7120 "

Decrease..... 5600 "

Provisions, &c—There is no change to report in provisions, which still continue dull and depressed. It is altogether unlikely that much improvement will take place until the spring trade opens.

The West India Trade Commission is producing good results. The Trade between St. John and the West Indies, shows this year a gratifying and remarkable increase, not only is the increase of our Lumber exports in that direction very large, but we are glad to observe that the business is taking a wider range, and a good many assorted cargoes have been sent forward during the present season. Some portion of this increase is undoubtedly owing to the inability of the Americans, since the abrogation of the Reciprocity Treaty, and under their heavy system of taxation, to compete with us in these markets, but much more is owing to the better knowledge we have acquired of the wants of these markets, and to a growing determination to become commercially more independent and self reliant. We give below a statement of the Exports from St. John to West Indian and South American ports, from 1st Sept. to the present date, which will serve in some measure to show the importance that the business is assuming. With the Intercolonial Road completed to its junction, and the St. John and Shediac line, there is no reason why Canada should not participate in this Trade; there is no port in British America where assorted cargoes could be made up with greater facility than in St. John, and the Flour, Pork, Butter, and other. Agricultural productions of Canada would in this direction find a profitable market, which with a very little experience, would ultimately become of great value.

Exports from St. John to West Indies and South American ports, from September 1st 1886, to January 17th 1887:—Boards, Scantling and Plank, 4,483,333 S. f. ft.; Deals, 101,865 S. f. ft.; Sugar Box Shooks, 261,951; Shingles, 161,000.

Miscellaneous—93 packages, and 61 casks of hardware; 42 bundles hoop iron; 120 kegs and 14 casks nails; 733 bales of pressed hay; 16 tons do.; 1 lighter and 1 roof frame; 623 barrels potatoes; 140 barrels apples; 18 barrels turnips; 593 barrels herrings; 1355 boxes smoked herrings; 455 quintals cod fish; 50 tierces and 215 boxes do.; 1,500 bushels oats; 153 boxes sewing machines; 20 dozen brooms; 19 dozen pails; 10 cases matches; 330 grindstones; 7 bundles hhd. shooks; 5 bales dry goods; 32 firkins butter.

The prospectus of a Marine Insurance Company, has been issued in St. John. The capital is fixed at \$100,000 in shares of \$25 dollars each. The new company have an excellent field for their operations, and with prudent management can scarcely fail of success.

BY TELEGRAPH.

ST. JOHN, N.B., Jan. 20th, 1887.

BUSINESS generally very dull. The roads continue bad, and travelling much interrupted by heavy snow drifts. Receipts of flour for the week about equal to demand which is very limited. No advance in prices have taken place, but market is firm at quotations. Strong Superfine \$8.25 to \$8.50; Superfine, ordinary brands, \$8.00; provisions unchanged.