

Debentures.—Dominion stock and sterling five and six per cents are in great demand at quotations. Toronto are offering to pay 6½ to 7 per cent. interest. Short dated, first class County are offering to pay 6½ per cent.

Sundries.—Canada Permanent Building Society is in demand at 121½; Western sold at 114½; Freehold not offered. Montreal Telegraph is again lower; buyers now only offer 125. British America Assurance sold at 56. First class mortgages are much enquired for. Money is freely offered, but very little first class paper is to be had.

MONTREAL MONEY MARKET.

(From our own Correspondent.)

Montreal, Oct. 27, 1868.

There still continues an abundant supply of money, and the Banks are discounting all good paper freely; good business paper ranges from 6½ per cent. to 8 per cent, according to the names and length of time to run. On the street very little is offering. The Banks have ample means to meet present wants of trade, they being lighter than usual, and remittances from the Country having lately been more abundant; our merchants are not pressed either to force sales of goods, or to demand any extra accommodation from the Banks. On the contrary during the winter months when business is dull, it will be somewhat difficult for the Banks to find investments for their surplus funds at the rates now current. The amount of stocks offered during the week has been small, and generally placed on the market at rates above the ideas of buyers. There exists a steady demand but the prices of favorite stock are so high as to cause very limited sales. Bank of Montreal sells at 136 to 136½, but now buyers ask 137½. Merchants, in demand at 106½, but sellers firm at 107. Peoples has fallen and buyers only offer 104½. Ontario asked for at 101, but held firm for 102. Toronto nominal at 117. The books of the Banks National and Mechanics are closed, and the Ontario offers a dividend of 4 per cent for the half-year.

THE NEW YORK MONEY MARKET.

At the beginning of the week money suddenly assumed an extreme stringency. On Tuesday, brokers found it difficult to supply their wants within the legal limit of interest, and for the last three days the rate outside the banks has been very generally 7 per cent. in gold, and even as high as 8 per cent. per day has been paid by needy borrowers. Yesterday and to-day stocks have been very generally purchasable at ½ per cent. lower for immediate delivery than upon regular terms, which fairly indicates the scarcity of money. The movements at the Clearing House have very plainly indicated that efforts have been made by speculative combinations for holding money off the market, in order to break down the prices of securities; and other collateral evidence goes to establish that conclusion beyond question. It is impossible to form any satisfactory estimate as to the extent to which these operations have been carried. It is, however, to be remembered that, when they were commenced, the market was in a condition to be much affected by slight interference. This artificial meddling with the market has caused considerable feeling among the banks, especially as their own reputation is indirectly affected by the fact of certain bank managers having at least tacitly concurred in the operations. It was suggested in some quarters that the associated banks take combined action by formally agreeing to use their legal reserve in order to defeat the movement, and in that way make a practical protest against the proceedings. This proposal, however, appeared likely to create some unpleasant opposition in the Clearing House association, and was consequently abandoned. Nevertheless, some of the banks have, for the sake of protecting their customers, fallen back upon their legal tender

reserve. This action has, to some extent, counteracted the "tying up" operations; and a contraction has also come from speculators desirous of protecting their stocks, by placing money upon the market. The fact, however, that notwithstanding these counteractions, money remains very stringent shews that, apart from artificial causes, the market is in a condition affording poor promise of an early return to ease. No relief of importance is to be expected from outside sources, the money markets of the interior cities being in a condition little different from our own. —*Financial Chronicle*, Oct. 23.

BANK OF ENGLAND.

	Oct. 10, 1868.	Oct. 11, 1867.
Bank rate of discount	2 per cent.	2 per cent.
Bank reserve	£11,060,030	£14,581,999
Bank stock of bullion	30,707,945	24,109,034
Price of Consols	94½	94½

The Bank return exhibits a considerable decrease in the stock of specie, as well as in the reserve; the falling off in the former case is £293,191, and in the latter £559,836. The other deposits have undergone a considerable diminution.

The following are the particulars as compared with the preceding week:

Rest	£3,622,719
Increase	999
Public Deposits	5,306,623
Decrease	78,672
Other deposits	18,022,446
Decrease	712,671
On the other side of the account:	
Government Securities	£15,039,716
Increase	99,585
Other Securities	16,054,128
Increase	312,564
Notes unemployed	10,045,020
Decrease	460,785

The amount of notes in circulation is £24,647,912, being an increase of £256,642.

REVENUE OF CANADA.—The following is a statement of the Revenue and Expenditure of the Dominion of Canada for the nine months, from the 1st January to the 1st October, 1868. The result goes to confirm Mr. Rose's prediction, that there will be a surplus on the financial year:—

	REVENUE.	EXPENDITURE.
January	\$ 856,903	\$1,063,627
February	597,942	782,529
March	1,321,182	950,327
April	1,342,881	1,184,721
May	1,844,068	906,696
June	1,074,077	1,156,890
July	1,375,722	1,801,622
August	1,377,933	964,293
September	1,846,360	2,294,409
Totals	\$11,137,068	\$11,055,114

Railway News.

GREAT WESTERN RAILWAY.—Traffic for week ending Oct. 9, 1868.

Passengers	\$39,703 36
Freight and live stock	53,065 93
Mails and sundries	2,462 80

Corresponding Week of '67. \$95,232 09

Increase. \$7,388 68

NORTHERN RAILWAY.—Traffic Receipt for week ending Oct. 17, 1868.

Passengers	\$4,070 04
Freight	10,074 53
Mails and Sundries	296 06

Total Receipts for week. \$14,440 63

Corresponding week 1867.... 15,724 68

Decrease. \$1,284 05

SHIPBUILDING AT QUEBEC.—The Committee appointed by the Federal Government to take into consideration the subject of ship-building have reported the evidence, from which several extracts appear in the *Journal de Quebec*, though without the names of the witnesses examined. This evidence goes to show that ship-building has much diminished at Quebec, chiefly on account of the preference now given to iron ships, and ships of the kind called mixed—half iron and half wood. Last year, moreover, the difficulties of the builders were increased by the strike, which was of a kind far more general and better organized than had previously been known. The cause of this was doubtless, it is said, to be found in part in the high cost of living, but it was really instigated by an organization in New York. Quebec ship-builders, it is said, require no protection in the sense opposed to free trade, but no new reciprocity treaty ought to be concluded with the United States without the free registration of Canadian vessels being permitted in the United States. The drawback of duties on articles employed in the construction of ships is thought to be all that the builders ought to expect. As to pecuniary assistance, there was no reason to believe that Banks would make advances on ships on the stocks, if they were even allowed to do so. As to the differences in favour of iron or mixed over wooden ships, they are said to be these: that they are classed for Liverpool for twenty at Lloyds for fourteen or fifteen years; that they last longer and their yearly depreciation is less; and that, being stronger and less liable to leak, they of course sell better. In order to build such ships at Quebec, it is said that at first it would be well to import all the iron and even the teak necessary for that purpose ready for use. The cost would not exceed \$2.50 or \$3 per ton and with the first cargo there would be a net profit to the builder of \$4 per ton after paying these charges. No protection is wanted; but it is desirable that Quebec ships should be able to sell in all the markets of the world. Those of France are already thus opened; but many are closed, especially that of the United States, which, if accessible, would assure the prosperity of the shipbuilding trade at Quebec. The shipbuilders of Quebec believe themselves fully entitled to that market, since American ships are now admitted to registry in England at the same rate as English and Colonial ships. The Quebec builders, however, fear to begin the construction of mixed ships because of the losses which always attend upon the first experiments. Those losses would be made by those who built the first vessels of the class, and the men who hold aloof would profit by their experience. In order, therefore, to prevent this loss being saddled upon some for the benefit of all, it is proposed that a bounty of from \$4 to \$6 per ton should be granted for the first four or five mixed ships that shall be built. The cost at Quebec of a good ship of 500 to 1,000 tons, classed for seven years, would be, say, £8 sterling per ton; in the United States, £13 sterling; in England, £10 or £11 sterling, and one for twenty years, £15 or £16. A mixed ship would cost £17 or £18 per ton in England; but they have cost as high as £22 per ton. In France, Spain, and Italy, ships of oak will cost a little more than in England. In all cases the equipment of ships is more complicated elsewhere than in Quebec. Sometimes there are complaints of the treatment which Quebec shipbuilders receive in England; but it is said these could be avoided if builders would undertake to do no more than they can do with their own resources, and then would load their ships themselves, if they did not find freighters. They would then save two-thirds of the commissions which they now pay. —*Exchange*.

—In the Insurance suit at Yarmouth, Nova Scotia, between the owners of the ship "Eliza Young," and the Yarmouth Marine Insurance Company, a verdict was given in favour of the defendant.