MONTREAL PRODUCE MARKET.

Ladlaw, Middleton & Co.
Laing, M
Leening & Buchunan
Morrice, D. & Co.
Niyin, Woo, A Co.
Rayhad, Thomas W.
Saudagean & Co.
Stewart, W. W. Akin & Kirkpatrick.
Cameron & Ross.
Crawford, James.
Denholm, George.
Dougall, John, & Co.
Folingaby & Williamson,
Hill, W. G., & O.
Hobson, Thomas, & Co.
Kirkwood, Livingstone & Co.

IN the leading kinds of grains and in Bread-talls we have had a firm and steady market during the whole week, closing with increased animation in Flour, owing in a great measure to the excited state of the New York markets. Provisions are quart, with less activity, British advices being unfavourable. Butter, from actual scarcity, commands full prices Ashes have receded from the highest point touched, and close dull.

FLOUR,-The stocks of which on the 16th inst., are considerably less than at the corresponding period of 1865, has been in steady demand during the week, a Supers of known and desirable brands setting readity at full and in some cases advancing prices. The last (wo days' receipts have materially fallen off, which, added to the sudden rise in the New York market, has caused some speculation here, and to-day prices advanced. strictly choice and favourite brands selling at \$6.25 and even in a few instances at \$6.30. Welland Canal City Brands have also fully participated in the advance, and are now held at about \$6.10. Some large sales having been made in terms not allowed to transpire, the lower grades are also in good demand at full prices. It is to be observed, however, that the demand is mostly of a speculative nature, the local demand being of the most trilling nature, and the purchases now made are for the purpose of laying in stock against the first trips of the market boats which are now expected to run towards the end of next week. Bag Flour, which from scarcity had already risen above its relative value to Superfine, has also advanced, holders now asking \$3.40 for best samples. The demand is however merely a retail one and to keep up stocks of dealers until the local mills can begin running, when, as the stock of wheat here is ample, a decline is looked for. The future prices will be altogether ruled by demand and supply; the feeling, howover, seems to gain ground that there is not more than enough in the country to supply the consumption till next harvest.

WHEAT. - No transactions to note, as none is offering -\$1.30 was asked for a car or two of good seed spring wheat.

COARSE GRAINS .- Pease alone command much attention; 85c per 66 lbs being readily paid

OATS .- Choice white samples command Sic. per 32 lbs., black mixed are not much liked.

SEEDS -Clover and Innoceny are both scarce. demand is not very extensive, and choice samples alone command attention to any extent

TALLON -Is in fair demand, and arrivals are placed at quotations on arrival.

LARD-Is quiet, and the little coming in is sold at about former rates.

BUTTER.-The transactions are of such a retail character as hardy to call for special notice—anything anproaching to catable quality is readily taken at high prices, and even poor and inferior sells at very full proportionate value. As soon as new begins to come forward, which is likely to be early this season, we may look for a rapid decline

ASHES.-Pots have been in good demand the greater part of the week, but toward the close prices are weaker, and few buyers were in the market. Pearts unchanged

GREAT WESTERN RAILWAY OF CANADA.

TRAFFIC for the week ending 13th April, 1866

Passengers Freight and Live Stock. Malls and Sundries.	937 023 40,567 2,335	63
Corresponding week of last year	\$79,926 68,450	
Increase	\$11,476	623

GRAND TRUNK RAILWAY OF CANADA.

Including the Receipts of the Montreat and Champlain and Buffalo and Lake Huron Bortrays

RETURN OF TRAFFIC, Week ending April	14th, 1866
Passengers. Express Freight, Mails and Sundries. Freight and Live Stock.	4.750 90,471
Total Corresponding Week, 1865	9144 439 137,976
Increase	\$6,462

Census of the Cattle Plague.

The following are the statistics of the cattle plague in Great Britain, according to official returns issued by the Privy Council from the commencement up to the last week in March:

	Engl'd.	Wales.	Scotl'd.	Total.
Farms, &c , where the	••			
diseaso has appeared.	17,927	718	3,494	22,169
Cattle in those places.	250,737	11,006	76,639	373,382
Slaughtered healthy	29,729	510	12,635	42,874
Attacked	150,695	7,493	45.262	203,350
Killed for security.	33,384	217	6 256	39,487
Died	85,157	5.853	26.825	120,831
Recorded	17,255	1,030	10,355	25,050

PRICES OF GRAIN.

1 31 1 2 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3			
	Average Priors on 22 8 2 2		
	\$ 1 5 - 1 5 - 1 5 - 1 5 - 1 5 5 5 5 5 5 5		
	Service of the property of the		
Hair, Superior Extra,	4.3714 3714 3714 3717 3714 50 4 3715 19		
t was y	14 12 12 4 12 4 12 4 12 4 12 4 2		
Line 2	NO NO NO NO NO NO N		
Rig I I ar, 112 am. Odmical, 651 200 fbc	1 31 3 30 3 30 3 30 3 30 3 3 40 3 32 2 674 11.50 1 50 1 50 1 50 1 50 1 50 1 50 1 50		
Wheat, U. C. Spring Peas, Int 60 lbs	11.22 [1.22] [1.22] [22] [22] [30 [23] 79 [0.79 [0.75] 0.75] 0.79 [0.80 [0.79]		
Barles, par 50 lbs Uata, par 52 lbs	63 0.63 0.63 0.56 0.56 0.56 0.50 33 0.33 0.33 0.33 33 34 33		
	• •		

RECEIPTS OF PRODUCE.

VIA GRAND TRUNK RAIZWAY AND CANAL.

	For the week		ī To . ¯
i	, ndurg	int January	correctionquit
	Wednesday	to	period
!	Ap. 18, 1864	Ap. 18, 1866.	1865.
When, butte is	1,0.0	61,930	1 123.42
Figur larrels .	10,027	Ni. Lui.	101,464
Corn, bush is			1
Peas.	190	3,170	262
traue, "	1 570	67,233	(20
Barley,	1,510	17,0%)	7,122
Ryc. "	700	5,815	1,110
that and tom Meal bris	10	1,149	187
Ashen burrels	213	5,178	د الله
Butter, kega	513	7,771	9 819
Chrone boxes	1.4	618	577
Pork, barrels	1.1/	4,303	1,757
Lant. "	27	1,256	140
Tallow. "	34	4'01	1 220
Whiskey & H. Wines, }	81	3,131	2,723

Launch.

The new steamboat built for the Oitawa River Navigation Company was successfully launched on Wednesday moraing. No difficulty was experienced in the operation, the vessel gliding into the waterlike a thing of life. She was christened the Consort by Capt. If.

N. Shepherd. It is understood that this new vessel is to be employed on the night line. She has been constructed much on the same principle as the Queen Victoria, and will be fitted up for both freight and passenger traffic. Mr. A. Cantin, of Montreal, is the builder. The construction of the steamer commenced on the 3rd of November last. Her dimensions are 166 feet in length; breadth of beam 25 feet, or 48 extreme breadth, with eight feet deep of hold. She will be fitted with a walking beam engine, with a cylinder of thirty-four inches diameter. We understand this is the 127th steamer built by the well known proprietor of the Canada Marine Works. The vessel is of beautiful model and well adopted for river navigation. She will be fitted up and finished in a style ensuring the comfort of the travelling community, and creditable in an artistic point of view. We understand the Consort will be placed in charge of Capt. Bowie, so well and favourably known on this line of navigation. Steel versus Iron. Rails.

Steel versus Iron Rails.

Steel versus Iron Rails.

A paper has been read at the Institution of Civil Engineers by Mr. R. Price Williams in which he shows that the iron rails generally used on our railroads are imadequate to the work put upon them. He proceeded to state that the introduction of steel rails, manufactured chiefly by what is known as the Resemer process, and the satisfactory nature of the results obtained, encouraged the belief that in this material had at length been obtained what was alone wanting to give something like real permanency to that which in name alone had hitherto deserved the title of permanent way. Two steel rails laid in May, 1862, at the C halk Farm-bridge, on the London and North-Western Railway, side by side with two ordinary iron rails, and after outhasting 16 faces of the iron rails, were taken up in August last, when the one face only which had been exposed during more than three years to the traffic of 556,000 ongines, trucks, &c, and %577,240 tons, although ovenly, worn to the extent of a little more than a quarter of an inch, still appeared to be capable of enduring much more work. A piece of one of these rails was exhibited, and another piece had been tested by Mr. Kirkaldy's machine, the result of which was recorded in tables and diagrams, showing the comparative strength of steel, steel-topped, and iron rails of different sections. The general andoption of steel rails on main lines where the traffic was of the heavy description referred to would not only prove cheaper in the end, but, what was of infinitely greater importance, would, through the less frequent breaking up of the road, materially add to the safety of the travelling public.—

European Times.

THOMAS HANFORD ST. JOHN, N.B

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WHITBY	. "	LESLIE.
MAGNET	44	MATCOMOON

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NORRIS & NEELUN, St. Catharines.
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GEO. T. MALCOLMSON
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Hamilton.

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running, on the opening of navigation, between PORT
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ports on the North Shore of Lake Eric, and places on
the Welland Canal.

This splendid new boat has been built and fitted up
with all the modern improvements, insuring speed,
safety and convenience. She is admirably adapted
for the transportation of Passengers and Freight, and
will be under the command of that well-known and
efficient officer, Capit. ALEN. POLLOGE.

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A. W. GUNN, Agent London and Port Stanley Railway, Port Stanley;

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