

state, brought from \$6 1/2 to \$7 5/8 per barrel. The receipts for the week have been  
 59 barrels flour from Canada via Portland.  
 1971 " " " " " " " " " " " "  
 from the wreck of "Baltimore," damaged  
 348 barrels flour from New York.  
 " " " " " " " " " " " " " " " " "

**PRODUCE**—The arrivals for the week are very small but owing to the recent large importations the stock in market is large. Potatoes dull at quotations. Oats in fair request at present rates. We do not anticipate any further decline as holders are not disposed to realize at lower prices. Butter dull, receipts for the week light, but stock on hand large, holders will have to submit to a decline in order to effect sales. The receipts are—  
 Oats 4500 bushels, 16 pkgs butter and 212 pkgs butter in a damaged state, ex steamer Baltimore.  
**WEST INDIA PRODUCE**—There is no change to note. Molasses dull with little enquiry, quotations not so firm at auction on Saturday a common article of Porto Rico sold at 24c. per gal in Bond. Sugar dull, no enquiry. Rum, firm at present quotations. The receipts for the week are—  
 Sugar, 59 hhd., 2 tierces, 16 barrels from Barbadoes. Rum, 20 puncheons from St. Jago.  
**PROVISIONS**—Pork dull—Beef dull—and demand inactive. Prices remain unchanged since last report. Receipts for week are—  
 Pork, 57 barrels from New York. 61 do from P. E. I. Beef, 45 barrels from New York. Lard, 153 packages from New York.  
**FRUIT**—Unchanged, stock on hand large.  
**FISH**—The arrivals for the week have been small; prices remain unchanged. Cod dull, little enquiry. Mackerel not much enquired for, and prices not quite so firm as for the past three or four weeks. Herring in no demand with a downward tendency. The receipts are—  
 Codfish 170 qtls. Mackerel 49 barrels. Herring 200 barrels.  
**The exports are**—  
 Codfish 472 tierces, 459 boxes 223 half boxes. Mackerel 2445 barrels. Herring 1625 barrels. Alewives 161 barrels. Smoked Herring 90 boxes. Fish Oil 101 barrels.  
 We have now a few remarks to offer on commercial matters for the year now closed. On the abrogation of the Reciprocity treaty last March, fears were entertained that our trade would suffer immensely. It is true our commerce has been somewhat cramped but we have not experienced the disasters which our American cousins predicted, nor have we yet seen the necessity of seeking admittance into the United States. The suspension of the Reciprocity Treaty has had a more damaging effect on the United States than on the British Provinces, and we should not be surprised if the present Congress move for its removal. The Eastern States which clamoured so much against Reciprocity have been the heaviest sufferers from their own blind act. Our commercial intercourse with Canada for the year has been considerable. Nearly all the flour imported into the Province was received therefrom, and in respect to quality the article is much superior to American flour.  
 The financial crisis in Britain which commenced in June last, caused great stringency in our money market, the banks ceased discounting at the time and have since been very cautious in their accommodation. In fact scarcely affording legitimate facilities to the trade. But notwithstanding the abrogation of the Reciprocity Treaty and the stringency of the banks, carried with a show fishery, our business men have managed through the ordeal unshaken which is itself convincing proof of the stability of our merchants. We have only to hope the low year will bring with it a return of prosperity and that business will assume a more cheerful aspect. We also trust our Republican neighbours have seen through the folly of materially damaging their own trade in order to curtail that of the British Provinces.

and thus rescued the crew of the schooner "Aurora" from a most perilous position, is very highly spoken of. The shipping arrivals of the week have been few. They comprise a steamer and two schooners from Portland with flour, one from Boston with onions, and several small vessels to ballast from United States ports. We observe that the "Liverpool Mercantile Shipping Company" intend dispatching a screw steamer of 1000 tons from Liverpool to St. John on the 17th March, to be followed by another of similar tonnage on the 1st April. We hope they are but the precursors of a regular line. What is wanted to render this certain is the Intercolonial Railway.  
**LUMBER**—The movements of this staple since our last report have been very moderate, and prices of most descriptions of Lumber are steadily maintained. West Indian shipments are in progress, and this branch of the trade is receiving increased attention. The clearances of the week comprise two vessels with timber and deals for ports in Great Britain, three for Havana, and one for Cardenas with sugar shooks, and one for Providence, R. I. with boards and laths. One of the vessels for Havana loaded with shooks at the Railway wharf, her cargo having been manufactured at a mill near Peticodiac on the line of the St. John and Shidiac Railway.  
**STATEMENT of exports of lumber from the Port of St. John, for the month of Dec. 1875, as compared with the corresponding period of 1875.**

1876.	1875.	Decrease.		
Deal and Deal	Ends ...	9,977,569	11,625,377	1,647,808
Boards, Scantling and Plank	ft	2,067,139	4,926,923	2,859,784
Pine timber tons		44	733	689
Birch do. tons		786	626	160
Pickets	MI.	453	289	164
Shingles	M.	1,431	1,356	75
Laths	M.	2,692	1,803	889
Lathwood, cords		22	35	13
Clap Boards		45	27	18
Sugar Shooks		14,327	81,977	67,650
Spars & Sleepers		4,177	4,177	—

The Miscellaneous Exports of the month comprise the following—  
 23 bags flax seed, 8 bbls. flour, 12 bbls. and 9 cases eggs, 2 cases haberdashery, 112 cases vinegar, 313 boxes sewing machines, 1 steam boiler and fittings, 14 tons limestone, 371 bales pressed hay, 163 bushels potatoes, 11 tons scrap iron, 51 cases hardware, 49 bbls. hoop iron, 34 kegs nails, 25 bbls. Manganese ore, 1 lighter complete, 165 tons pig iron, 62,200 bed slats, 60 spruce poles, 1168 cedar posts, 280 boxes smoked herring, 5 bales oakum, 4 pipes, 27 pipes gin, 220 bbls. herring, 100 boxes lobster, 97 cases preserved salmon, 8 boxes fresh salmon.

**FLOUR**—The arrivals of Flour, though somewhat less than those of last week, have still been large for the season of the year, and altogether beyond the requirements of the market. The demand is now very slight, being confined entirely to what is necessary for city consumption, and stocks are consequently few; accumulating. Under these circumstances the Trade is dull and depressed, and in the almost entire absence of wholesale transactions, the prices we give to-day must be regarded as, to some extent, nominal.  
 Strong superfine, \$7.75 to \$8.00; Superfine, \$7.50 to \$7.65.  
 Return of Flour and Meal inspected at the port of St. John for the week ending Dec. 28th, 1875—  
 Wheat Flour ... 1,407 barrels  
 Previous week ... 2,150 do  
**Decrease** ... 743 barrels

The total imports for the five weeks ending Dec. 25th were, Wheat flour, 13,973 bbls.; Rye flour, 255 bbls. Provisions continue without any material change; the market is dull, and sales trailing. American Beef, \$21 to \$22; Prime Beef, \$29 to \$30 per bbl.; Mess Beef, \$12 to \$16; Prime Beef, \$19 to \$20 per bbl.  
**BUTTER** is in large supply and sales difficult to be effected. Choice qualities move off slowly at 17c to 18c, while for mediums and inferior grades there is no demand whatever.

**THE GALE**—During the storm of the 27th and 28th ult., the schooner "Moncton," from Nova Scotia, bound to St. John, lost her deck load, had every stitch of canvas torn to shreds, and luckily reached her destination under bare poles. The schooner "Leander," from Shepody, bound to this port, went ashore about two miles from Pasiricquo, with rudder gone and rigging much damaged. No one was found on board. Another schooner went ashore at Siag Rocks. The brigantine "Odanuk" was anchored to the eastward of Partridge Island, and continued in a very perilous position during the greater part of the day. Towards evening, when matters became serious, those on board her slipped their cable, and hoisting the jib, succeeded in running her safely on shore near the mouth of Little River, Courtney Bay. The principal incident, however, was the gallant conduct of the men who con-

stituted the crew of the life boat which saved the crew of the schooner "Aurora," and which is thus related in the *St. John Freeman*—

"She came to anchor below the eastern point of the Island during the night, but the storm raged so furiously that the crew dared not venture to land on the Island, neither could any assistance reach them from the Island. During the forenoon she labored heavily, the sea completely washing over her, fore and aft, and the crew for safety sought the rigging. The steam tug "Sultan," we heard made an attempt to reach her but was compelled by the fury of the storm to turn back before she had gone much more than half the distance. About noon H. W. Mr. Wm. Sharp the Mayor, we are told, offered twenty dollars each to a crew to man one of the life boats, and proceed to the relief of the wreck, but none could be found to risk their lives in what seemed to be a vain attempt. At last, however, and while the storm was at its height, a crew was found who volunteered for the perilous undertaking; Wm. Lecky, Branch Pilot; Thos. Courcy, seaman, the brothers—Chas. and George Bridges of Reed's Point, and Wm. Quinn, James Cashy, and James Muntel, apprentices from the pilot boat "Lightning," crossed over to Carleton, and launching the life boat kept at Sand Point, proceeded on the dangerous mission. At Partridge Island they landed, and were joined in the boat by Mr. Alex. Reed, who rendered most valuable assistance. The schooner was in the midst of the breakers at the Island rocks, and it required the greatest courage and skill on the part of those in the life boat to reach her, which, however, they finally did, and succeeded in taking off the whole crew, consisting of the Captain, Mate, and two men, and landing them safely at Sand Point about 2 o'clock p. m. On the way back they took from the Beacon the light keeper, Mr. Lane, himself a man who has often rendered valuable service in the saving of life."

After the crew were rescued, the schooner drifted into Courtney Bay, sustaining little injury further than her loss of canvas. The "Bell Buoy" likewise broke loose, and found a harbor beside the schooner.

BY TELEGRAPH.

ST. JOHN, N.B., Jan. 9, 1876.  
**BUSINESS** generally dull. Arrivals of flour more moderate, and market somewhat firmer. Strong Superfine, \$7.5 to \$8.00; Superfine, \$7.5 to \$7.75. Provisions unchanged.  
 The beacon light-house at the entrance of the harbor was destroyed by fire on the 7th inst.

MONEY MARKET.

A STEADY demand for money still exists, which the banks are freely meeting and there is no appearance of any disposition to curtail discounts. Very little good business paper is offered outside of the banks, and is readily taken by the discount brokers at fair rates. Sterling Exchange is firm at previous quotations; 106 1/2 to 109 for Bank Drafts on London at 60 day's sight the quotations for same class of paper in New York being 10 1/2. Gold Drafts on New York are in better demand at par to 1/2 cent premium.  
 GOLD in New York, which fluctuated during the week between 134 and 135, fell yesterday to 133 1/2, at which rate it stood at close of the Board.  
 SILVER is less abundant, buying at 4 and selling at 3 1/2 per cent discount.

THE GROCERY TRADE.

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|--------------------------|------------------------|
| Ballwin, C. H., & Co.    | Need, James S., & Co.  |
| C. E. George, & Co.      | Osman H., & Co.        |
| Conroy, Nelson & Lamb.   | Pheasant, Joseph       |
| Deane, Clark, & Clayton. | Reuter, Louis & Co.    |
| Edwards, J. & Co.        | Robertson & Beattie.   |
| Forbes, John             | Robertson, David.      |
| Frederick, J., & Co.     | Schneider, Wm. & Co.   |
| Fuller, McEneaney & Co.  | Stclair, Jack & Co.    |
| Gosw, Henry J.           | Tiffin, Jos., & Sons.  |
| Hatchings H., & Co.      | Thompson, Murray & Co. |
| Jeffery Brothers & Co.   | Torrance, David, & Co. |
| Kings, & Roberts         | Brothers, Alex., & Co. |
| Leeming, T. Ross & Co.   | West, Ben.             |
| Maitland, E., Tibb & Co. | Winn & H. Ball.        |
| Matheson, J. A. & H.     | Withers, J. W. & Co.   |
| McNeil, Kinross & Co.    | Wintling, Hill & Ware. |

**BUSINESS** in this branch of trade still continues dull. We hear of no transactions of any moment during the week. The past and the present month being usually the dullest months of the year, a different state of things could not be expected. At the same time jobbers are looking forward to a very thriving business soon as stocks in the country are very light. Prices remain the same as at date of last report.

THE BOOT AND SHOE TRADE.

**WE** have no change to note in prices in boots and shoes this week. Trade is very dull. Stocks in the country are rather heavy. Consequently not much improvement may be looked for in this branch for the next two or three weeks.  
 Andrew, Millard & Co.  
 Brown & Childs  
 Hunter, Deely & Johnson.  
 Linton & Cooper.  
 Popham, James & Co.  
 Smith & Cookman.

ST. JOHN TRADE REPORT.

ST. JOHN, N.B., Jan 3rd, 1876.

**THE** general business of the week has been of a quiet character. The retail trade of the city has enjoyed the usual amount of activity incidental to the Christmas and New Year's festivities, but ordinary commercial transactions have been on a very limited scale. On Thursday and Friday the 27th and 28th, we were visited with a most terrific gale of wind, accompanied at intervals by heavy snow squalls. At one time the wind blew with such fury that it was almost impossible to stand on the wharves. Several casualties took place among the shipping, but the damage done was far less than might reasonably have been expected considering the violence of the gale, and happily no loss of life took place as far as is yet known. The conduct of the men who volunteered to man the life boat,