

—Quite a business is done in shipping hay from the Province of Quebec to the United States. As much as one hundred thousand tons has been despatched since September last. The principal points from which shipment is made are Three Rivers, on the north shore of the St. Lawrence, and St. Johns on the Chambly Canal, at which points nearly a third of the whole quantity appears to have been entered outwards. The value of that article of Canadian growth sent across the lines from various points in nine months ending with May, is given as follows in *Le Quotidien* of Point Lévis:—

	Tons	Value.
Three Rivers .....	20,000	\$260,000
St. Johns .....	10,000	120,000
Berthier .....	6,000	72,000
St. Alexandre (Iberville) .....	6,000	88,400
Montreal .....	5,000	60,000
Laprairie .....	4,000	60,000
Desrivieres .....	2,500	30,000
Stanbridge .....	3,000	30,000
Shefford West .....	2,500	30,000
Waterloo .....	3,000	36,000
Bedford .....	2,000	24,000
Mystic .....	4,000	50,000
St. Hyacinthe .....	4,000	50,000
Sorel .....	3,000	36,000
Grande Ligne .....	1,000	15,000
Scottsville .....	5,000	75,000
Lacolle .....	2,000	26,000
St. Isidore .....	4,000	60,000
Nicolet .....	5,000	60,000
St. Lin .....	5,000	60,000
Marieville .....	3,000	36,000

Total..... 100,000 \$1,280,000

The frequent and heavy showers of the last fortnight have interfered materially with the getting in of the hay crop through the Province of Quebec, and this year's average will in many sections fall short of that of last season. The rain, however, has done grain and garden crops a vast deal of good, as they were suffering severely from drought, so that the poorness of the hay crop will likely be more than made up in other ways.

—A case of some importance to cattle dealers is reported in the *London Insurance Review*. The point is simply one of general average. It appears that about one hundred head of cattle had been jettisoned and the dealer brought an action to recover the value of the same. Another action was then brought in the Court of Maritime Jurisdiction of Antwerp as to whether this jettison had been a necessary act, and this had been decided in the affirmative, so that this point was considered as settled in the present action before the English court. It originally came before Lord Justice Brett, at Liverpool, who gave judgment for the plaintiff. The only effect of this was, as the Court of Appeal took care to point out, to enable him to raise the important legal question which was decided in the present instance. The contract under which the cattle were carried provided that the plaintiff should have the upper deck of the ship, and there was a special clause that the vessel should not be responsible for mortality or accident of any nature or kind. The bill of lading also contained a special marginal note, "Not accountable for mortality or for any accident or injury of any

kind or nature whatever." The Court of Appeal, however, appear to have gone upon the simple ground that as the plaintiff had entered into an illegal contract he could not obtain any assistance from the Court. The law of this country, they said, like that of other civilized nations, was, that the practice of carrying cattle on deck was illegal, and the plaintiff's claim to general average contribution was accordingly disallowed.

—The average catch of seals around the island of Newfoundland numbers about 400,000, and the largest catch in any one season is said to have been 770,000 seals. The season lasted this year from the 15th March to the 15th May, in which period the steamers, 27 in number, took 334,513 young and old seals, valued at say \$850,000. To this number there is to be added those taken by sailing vessels, besides those captured on the coast, and the total value of the catch in European markets is estimated at \$1,250,000. The following are the total figures:

	No. of Seals
Captured by steamers .....	334,513
Captured by sailing vessels .....	63,500
Captured in the northern bays of Newfoundland .....	17,000
Captured on so-called French shore of Newfoundland .....	21,000
Captured on west coast of Newfoundland by schooners there fitted out..	19,800
Total catch around the island.....	455,813

—Last week, a large meeting of the shareholders and bondholders of the railways now amalgamated under the name of the Grand Trunk, Georgian Bay and Lake Erie Railway, was held in Woodstock. The purpose of the meeting was to consider the affairs of the company and to give consent to an agreement for the use, lease, or working and equipment and maintenance of the railway and property of the above company by and with the Grand Trunk Railway Company of Canada. Consent was given by the shareholders to this arrangement, and a majority of them, including the town of Simcoe, agreed to sell their first preferential bonds, not including coupons, to Mr. E. B. Osler of Toronto, and the treasurer of the Grand Trunk Railway. The trustees of the second bonds are Messrs. S. S. Fuller, of Stratford, and John Bell, solicitor, Belleville.

—The Midland Railway authorities are anxious to build a direct line of road from Peterboro' to Omeme instead of being compelled to run their cars over the present circuitous route via Millbrook. In order to do so, it asks the town of Peterboro' to grant a rebate of \$40,000 on its present debt of \$65,000 to that corporation. A careful estimate of the cost of this link of the road, equipped with steel rails, is \$226,000. Mr. Cox, the President, expects to get \$2,000 a mile from the government. The completion of this road would greatly benefit Peterboro', and make almost a direct line from Belleville to Midland, on the Georgian Bay.

—We understand that Mr. Walter Gillespie, formerly one of the commissioners of the Trust and Loan Company of Canada, has been appointed manager of *Le Credit Foncier* for this Province. A good advisory Board has been secured in the person of the Hon. T. N. Gibbs and Mr. George Gooderham. Messrs. Beatty, Chadwick, Biggar, Thomson & Blackstock are the solicitors.

—The annual meeting of the members of the Toronto Stock Exchange was held on the 27th July at their new rooms, 24 King St. East. The following officers were elected, viz.: President, Wm. Hope; Vice-President, Robert Beatty; Hon. Secretary, Wm. Kersteman, Jr.; Committee of Management: Henry Pellatt, R. H. Forbes, Ewing Buchan.

## STOCKS IN MONTREAL.

MONTREAL, July 27, 1881.

STOCKS.	Lowest Point in Week.	Highest Point in Week.	Total Transac'n in Week.	Buyers.	Sellers.	Average Price, like Date 1880
Montreal .....	193½	195½	1218	194½	194½	140
Ontario x.d. ....	80½	86½	4340	83½	84½	82
Consolidated .....	91½	91½	40	12	13	77
People's .....	114½	116½	160	115	116½	90½
Molson's .....	154	156	100	155	157	.....
Toronto .....	124½	126	849	125	125½	99
Jac. Cartier .....	142	146	2125	143½	144	121
Merchants .....	115	115	25	114½	117½	.....
Commerce .....	.....	.....	.....	90	94	.....
Eastern Tps .....	.....	.....	.....	.....	.....	.....
Union .....	.....	.....	.....	.....	.....	.....
Hamilton .....	140	142½	72	140	142½	.....
Exchange x.d. ....	119	124½	1535	124½	125	108½
Mon. Tel. ....	.....	.....	.....	92	98	60½
Dom. Tel. ....	65	69	2504	67½	68	42
Rich. & O. Nav. ....	132	134	270	133	134	106½
City Pass. ....	142	147	3536	145½	146½	130
Gas .....	.....	.....	.....	46	55	.....
R. C. Ins. Co. ....	.....	.....	.....	.....	.....	.....
Commerce x.d. ....	.....	.....	.....	.....	.....	.....
Mt. Tel. Co. x.d. ....	.....	.....	.....	.....	.....	.....

LIME-KILN CLUB FIGURING.—Giveadam Jones here secured the floor and stated that he desired to render justice to an innocent man who had been dwelling under a cloud of suspicion for the past week. It had been hinted that the Hon. Burdick Cantelope, acting as janitor during the absence of Samuel Shin at Long Branch, had embezzled a large sum of money. His account, as handed to the secretary for approval, read as follows:

	1881.
1 quart oil .....	10
1 lamp wick .....	1
1 cup .....	5

Total..... 1.881 16

It appeared from the above that the Hon. Cantelope had used up \$1.881 for which he could render no account, and the Committee on Finance were ordered to investigate, and empowered to send for persons and papers. After a long wrestle with the mystery it was discovered that the janitor had added the year to his expense account, and thus made himself a seeming embezzler. The investigation had cleared his character as white as bleached cotton at fifteen cents a yard, and the Finance Committee had given him a vote of confidence.

INTERNATIONAL BRIDGE COMPANY.—At Syracuse, N.Y., Judge Wallace of the United States District Court rendered a decision in the case of the Canada Southern Railway Company against