

clover has been recently imported to a considerable extent from Chicago and other American markets, and sells here at \$6.00 to \$6.50. The fall in gold has, however, stopped that movement.

FLOUR.—Receipt by cars 1,090 blrs., and 2,150 blrs. last week. There is a steady demand for superfine for shipment to the Lower Provinces, and sales of about 1,700 blrs., in all were reported at \$5.00 to \$5.10; the latter is now an outside figure. A broken lot of fancy sold at \$5.35. Nothing doing in other grades.

PROVISIONS.—*Butter.*—Some lots of good store packed are offering up the Grand Trunk at 20c. to 22c.; no sales; there is no shipping demand at holders' figures. Small lots are being sold for local consumption at full prices. *Dressed Hogs.*—A limited number are arriving and sell at \$6.00 to \$7.50 according to weight and quality. There are no mess hogs offering, but high prices would be paid. *Bacon.*—There is a more active demand, but prices are not established. *Mess Pork.*—There are buyers of lots at \$24, but holders ask \$24.75 to \$25. *Lard* is firm and in good demand at 15c. *Eggs.*—Selling in small quantities at 17c. to 18c. *Cheese.*—Nominal as quoted.

LIVE STOCK.—*Cattle.*—There is a great abundance of second class cattle, and for some lots offered during the week, buyers could not be found at figures thought reasonable by owners. All the first class offering is readily taken at \$6 to \$6.50; other quotations range down to \$4. *Sheep.*—Are in good supply, and sell at \$2 to \$3 each. *Hogs.*—One firm has bought since the commencement of the season about 3,000 hogs, of which about 700 were taken during the past week at 5½ to 5½c. per pound, live weight.

FREIGHTS.—Rates by vessels remained unchanged. Barley to Oswego pays 3½c., to Erie 4c., to Toledo 5c., American currency. Flour to Montreal, by steamer, pays 25c., and grain 8c.; flour to Halifax, 95c.; to St John, 85c.; to Boston, by G. W. R., 80c. Lumber to Oswego, \$1.50 to \$1.75 per thousand feet.

St. John Market.

BREADSTUFFS.—Oct. 21.—Receipts; from U. States, per steamers and sailing vessels, 1,006 bbls. flour, 500 bbls. of which are for Fredericton; 100 bbls. and 200 bags cornmeal. From Ontario, per Grand Trunk Railway, steamers and sailing vessels, 12,160 bbls. flour. Our flour market continues very dull. We have had large receipts during the week; there has been no improvement in the demand, and in consequence prices have receded from our last week's quotations. Good supers. are freely offered at \$6.50, and we hear of some sales from vessels under that rate. Prices, however, are for the most part nominal, buyers being unwilling to enter into large transactions while the market in the Upper Provinces remains in such an unsettled condition. The demand this season will be lighter than for the two or three previous years, owing to the excellent crops of coarser grains which our farmers have secured. We hear of but few enquiries for cornmeal, sales of which are low at \$4.50.

Halifax Market.

BREADSTUFFS.—Oct. 20.—Flour still continues dull and holders have had to submit to lower prices this week. Montreal brands of No. 1 have been sold at Auction and private sales at \$6.50 3 months. Toronto and Western Canada \$6.65 to \$6.75. Extra Canada \$7.50 to \$8. Extra State in little demand at \$6 to \$6.75, according to quality. Cornmeal dull and without change at \$4.50 to \$4.60 for kiln dried; \$4.40 to \$4.50 for fresh ground. Oatmeal \$7.70 to \$7.80. Imports from January 1st to October 20th. 1867 and 1868:

	Bbls. Flour.	Bbls. Cornmeal.
1868.	143,297	41,945
1867.	156,466	30,566

WEST INDIA PRODUCE.—Although there has been an advance in the United States and Canadian markets, we have no change to note in prices here. Most of our sugars are being shipped for Montreal. We quote: Porto Rico, 6½ to 6½c.;

Barbadoes, 5½ to 5½c.; Cuba, 5½ to 5½c.; Centrifugal Cuba, 6c., in bond.

FINANCIAL.—Bank drawing rate on London 60 day sight bills 13 per cent. prem.; private 12 to 12½ per cent. prem. New York gold drafts at sight, 3½ per cent. prem. Currency drafts 23½ per cent. discount. Montreal sight drafts 3½ per cent. prem. Newfoundland sight drafts 5 per cent. premium.

St. Clair Flats Canal.

The improvement of the St. Clair Flats, which is now being made, after the plans and under the direction of General T. J. Cram, of the United States Corps of Engineers, cannot but be of interest not only to commercial men, but citizens of the Western States; for the deepening of the channel will facilitate to a great extent the shipment of the produce from the lakes so as to enhance the value of all cereals. The canal will be one and a half miles in length by 300 feet in width and will be dredged so as to allow vessels drawing thirteen feet to pass through at the lowest stage. It is to be so constructed that it can be deepened to admit vessels drawing eighteen feet whenever the demands of commerce shall render it necessary. It is being furnished with timber dykes, one on each side, running the entire length, which will be filled from the channel. The banks, besides, are being made fifty-eight feet wide and five feet above water.

The Suez Canal.

The completion of the Suez Canal, which it is expected will be open for the passage of vessels during the present month, marks an important era in Oriental affairs; in fact, its influence reacts upon commercial matters throughout the world. This wonderful work of engineering skill and patient labor, costing about \$30,000,000, is capable of carrying upon its bosom vessels of the largest class engaged in the European and Indian trade, and will shorten the distance about one half. It is owned by a French Company, and its chief engineer, to whose genius its construction is chiefly due, is M. Ferdinand de Lesseps, a grandson of the Marquis de Lafayette. Thus another link in the great chain of civilization and progress is forged, binding nations with bonds more enduring than steel.

The Tea Trade.

The tea movement in London and Liverpool from the 1st January to the 30th September, is shown by the following figures:

	1867.	1868.
London—	lbs.	lbs.
Foreign imports.....	79,345,218	92,564,687
Coastwise imports.....	133,200	239,040
Duty paid deliveries.....	103,700,053	102,631,951
Exports—coastwise.....	27,755,686	24,391,018
Exports—foreign.....	23,141,549	23,261,539
Stock.....	60,307,495	58,173,060
Liverpool—		
Foreign imports.....	460,792	600,232
Coastwise imports.....	2,773,007	1,956,047
Duty paid deliveries.....	4,209,548	3,487,362
Exports—foreign.....	451,710	316,989
Exports—coastwise.....	751,286	564,941
Stock.....	1,326,184	743,183

The shipments from Hong Kong to Sept. 17th 1868, were 95,000,000 lbs.; to Sept. 28th, 1867, 71,000,000 lbs.

Cotton.

A statement showing the stocks of cotton in Liverpool and London, including the supplies of American and Indian produce ascertained to be afloat to those ports, is as follows:—

	1867.	1868.
Stock in Liverpool, bales.....	737,000	427,100
London.....	103,580	82,770
American cotton afloat.....	14,000	11,000
Indian.....	323,460	526,920

Total..... 1,178,040 1,047,790
Of the present stock of cotton in Liverpool 20½ per cent. is American against 29 per cent. last year. Of Indian cotton the proportion is 53 per cent. against 46½ per cent.

Prince Edward Island.

P. E. Island has imported this year—say up to the 20th Sept.—12,188 tons of coal, 21,759 bbls. flour, 6,000 bbls. cornmeal. In the same time it has exported 10,685 bbls. mackerel, the greater portion, however, having been taken in U. S. bottoms, more than 3,000 bbls. of which have been sent through New Brunswick by rail to the States. The fishermen are availing themselves more than heretofore of the Island as a fishing station; instead of returning with their fares as soon as taken, they ship them homeward from Charlottetown or land them at Shediac.

Newfoundland Fisheries.

The results of codfishing on the eastern coast of Newfoundland this season are most disastrous. In order that the expenses may be covered, it is necessary that every vessel employed should take at least 160,000 cod; but this year many have only caught 20,000, 25,000, or 30,000. Accordingly, discouragement is general, and many of the owners of vessels have determined to fish no more. The resolution will deprive of occupation a large number of seamen of France. So says a letter from French St. Peters.

Imports of Wheat.

Imports of Wheat into the United Kingdom during the seven months ending July 31st, 1866, 1867 and 1868:

	WHEAT.	1866.	1867.	1868.
Russia.....	cwts.	3,988,969	6,464,815	5,371,632
Prussia.....		2,450,902	4,071,707	2,402,419
Mecklenburg.....		455,222	552,821	425,566
Hanse Towns.....		489,720	451,615	402,449
Illyria, Croatia, and Dalmatia.....		1,191,619	249,074	762,992
Turkey, Moldavia, and Wallachia.....		300,973	1,523,421	2,367,644
Egypt.....		8,738	204,124	2,528,211
United States.....		323,160	1,408,736	4,357,616
Chili.....		34,244	1,271,197	772,686
British North America.....		8,789	87	247,762

Total, including other countries.....	13,784,435	17,744,178	20,706,791
FLOUR.			
Hanse Towns.....	160,477	258,559	313,272
France.....	2,974,122	1,013,526	244,706
United States.....	168,949	141,709	428,222
Total, including other countries.....	3,452,822	2,056,521	1,689,447

PORTAGE LAKE AND LAKE SUPERIOR SHIP CANAL COMPANY.—This Company was incorporated by the Legislature of Michigan as early as 1854. The canal will be about three miles in length, thirteen feet deep, one hundred feet wide at bottom and top, and will shorten the distance between the two points about two hundred miles of dangerous lake navigation. The Company was originally organized in 1861, with a land grant of 200,000 acres. After a careful survey, this grant not being deemed sufficient to build the canal, it was increased last year to 400,000 acres. This work is now in active progress, and is being pushed with such vigor by the Company that this great project will be an accomplished fact in a few short months. Of the marsh excavation over one-half mile has been completed, which, with a few hundred feet further, connecting with a small lake of over a half a mile in length, will leave about three-fourths of a mile of clear sand digging to bring the two great lakes together. The dredges are at work night and day.—*Chicago Jour. of Com.*

PETROLEUM SHIPMENTS.—The *Elorah*, of Liverpool, is now loading with Refined Petroleum, direct for Liverpool, at the dock of Thos. Walton. The cargo will consist of 2000 barrels of oil, manufactured in Cleveland, mostly by the Walton Brothers, and is owned by Messrs. Cunningham, Shaw & Co., of Liverpool. The tonnage will consist of staves and boat oars. This is the third or fourth cargo of oil that has been shipped direct to Liverpool from Cleveland. The previous ventures of this kind have proved profitable, and we have no doubt the present one will result the same way.—*Cleveland Herald, Sept. 29th.*