

welfare. It inquires: "Since the meeting at which Mr. Brydges attended and gave explanations, where he was very well and even cordially received, what has occurred to justify a renewal of the agitation against him? Fair play is a jewel, and we will be no parties to an agitation which will be simply annoying, and can do no good." The *Railway Times* says: "The circular is high-toned, well-written, but unfortunately not conclusive. It takes up a few of the mischiefs that have been so fully and so frequently decried upon in these columns, but places in the foreground its disapprobation of the results of Mr. Brydges' exertions to produce a profit to the shareholders." The *Railway News* says: "The portion of the circular to which exception must be taken by every right-minded and honorable person, is that which refers to Mr. Brydges, and the persistent annoyance to which Messrs. Creak, Hartridge & Co. subject him. No sooner does he leave England to resume his duties in Canada, than the attack is renewed, and Messrs. Creak, Hartridge & Co. are so insensible to every feeling of fair-dealing and gentlemanly conduct, that in their circular they denounce the directors for not supporting a resolution calling upon Mr. Brydges to resign."

By way of answer to certain newspaper comments on a recent discussion in the New Hampshire Legislature, Mr. Brydges has published the following:

"I have a copy of the report made by the Commissioners, and after stating that they find two-thirds of the road 'in good running condition and safe running order,' and that the other third needs repairs, they go on to state as follows:

"We also find the superstructure of the road, the masonry and bridges are of the best workmanship, and we think cannot be surpassed in this State or the United States. This road has many disadvantages to contend against. Snow is upon the track nearly six months of the year, and at times in such quantities as to nearly suspend travel. The road has but one track, and with so many long trains daily, leaves but little time to repair the track between trains. With all the contending elements incident to all roads, and especially to roads in this latitude, we are of the opinion that there is no cause for serious alarm, nothing which may not be speedily remedied. We have the strongest assurance that the road will be put in a safe condition the present season. The ties are already upon the line of the road, and the Managing Director assures us that the iron is negotiated for, and will be laid immediately."

"I may add, as a matter of fact, that the trains on the Portland line, since the snow disappeared, have been, and are, running with perfect regularity; that freight trains are not continually off the track; and that the number of passengers and amount of freight that is now passing over the road is largely in excess of last year, and much greater than ever before since the line was opened."

"There is no doubt about the fact that there are strong and powerful interests in Boston and some parts of the New England States who dislike to see the yearly increasing business which passes over the Grand trunk Railway, and who try to check that traffic by making false statements as to the

condition of the "English Railway," as they call it.

"The New Hampshire Commissioners told me, after they had thoroughly inspected the line, that they found it in far better condition than the stories they had heard had led them to expect, and that in many important particulars it was far superior to any line in the New England States."

"I take the opportunity to add what are simple matters of fact, that the Grand Trunk Railway is throughout, at this moment, in a better condition than it has been at this time of the year since 1866; that its trains are throughout running with great regularity; and that, notwithstanding the general dullness of trade in Canada, the receipts of the railway are increasing at the rate of \$20,000 a week, which is the best evidence of its increasing usefulness to the country."

There is no doubt that the Grand Trunk had to contend with unusually great difficulties last winter, and that allowances must be made for other troubles, including the exaggerated reports which competition sets afloat respecting the state of the line. But the road is improving, traffic is extending, and the country's demands upon its carrying capacity are increasing every day. Even if such were not the case, we do not clearly see what is to be gained by persecuting the Managing Director. He went to England, gave an account of his stewardship, and was sustained. Instead of calling on him by circular to resign, or to do impossible things, it would be better for the dissatisfied to devote their attention, if there be mismanagement, to the proper object of attack—the Board of Directors. Mr. Brydges has his hands full on this side of the ocean.

Commercial.

Petrolia Oil Trade.

(From a Correspondent.)

PETROLIA, July 19, 1869.

There are at present in the oil district of Petrolia 50 wells in active operation, producing daily 600 brls. of crude oil; among the best of which are:

McDougal, 1 well yielding	75 brls. per day.
St. Catharines, 2 do. each	40 " "
Parsons & Ellwood, 2 do.	50 " "
Lancy, 3 do.	40 " "
Noble, 2 do.	50 " "
Marshall & Goodrich, 1 do.	40 " "

Besides these, we have the two new strikes, viz.: McGarry and Lancaster, neither of which have been fairly tested; the rest will yield from 5 to 10 brls. per day each. There is a great difficulty in managing these wells, so that some of them are kept idle for three days in the week. We have also here four large refineries whose aggregate capacity amounts to 1,500 brls. per week; all these are entirely devoted to the export trade. We have also to note the refineries of London.

Duffield & Bro., capacity, 1,000 brls. per week.
Spencer & Keenlyside, " " 600 " "
Waterman & Bro., " " 600 " "

Together with the great works of Eaglehart & Co. (of New York), who have nearly completed a large refinery, capacity not given. All these have turned their attention to the export trade, adopting different treatments, some using Allan's, some Benjamin's, and some Nicol's. The Hamilton firm have already exported between 5,000 and 6,000 brls. with success; excepting a little drawback in color, their oil will fairly compete with any American No. 1.

The crude oil market here is controlled by a

combination got up amongst the largest producers, who hold crude oil at \$1.62½ per barrel, for home consumption, and \$1.25 for export trade; parties buying for export having to give bonds that the oil will be sent out of the country. In my next I will give you an account of all the new wells at present being drilled, and give you the statement of their production or failure, as the case may be. Refined oil can be bought here, at about 20c. per gallon for No. 1.

P.

Toronto Market.

PRODUCE.—The continued prospect of a bountiful harvest tends to bear down the market for breadstuffs. During the past week the gain in prices noted the previous week has been to some extent lost; the general disinclination to operate in wheat and flour even at a concession on quoted rates shows that there is no confidence felt in the maintenance of prices. Still the ruling rates are very low rendering it probable that the influence of a large yield of breadstuffs upon the condition of the markets has already been discounted. With flour under \$4 a barrel, farmers would find it more profitable to cultivate other products to the comparative neglect of wheat. *Wheat*—Receipts 7,220 bush. and 5,340 bush. last week. The market has ruled dull and weak the tendency of prices being downward; very little business doing. *Oats*—Supply light and demand active; as high as 57c. has been paid for western, and eastern sold at 53c. for car loads. *Peas*—Nothing whatever doing in lots; 70c. is paid on the street. *Corn* is nominal at 65c., being a little firmer.

Flour.—Receipts 1,760 brls. and 1,425 brls. last week; the market is dull and unsettled with few sales at reduced prices. There were some sales of No. 1 super. at \$4.45 to \$4.50; Fancy sold at \$4.65 and extra at the same price. *Meal*—Oatmeal continues steady at \$5.75 to \$6 for small lots of choice; cornmeal is firm at \$3.75 to \$4.

Provisions.—Butter has been offered more freely and has met with a fair demand for the Montreal market at quotations. *Eggs*—The market is steady and the supply small. *Cheese* is weaker owing to advices of lower markets in England. *Pork*—nominal as quoted.

GROCERIES.—*Sugars* are firm and about 1c. higher on the week.

LIQUORS.—In consequence of the advance in corn spirits are somewhat dearer.

FREIGHTS.—The Grand Trunk rates to Liverpool are:—Flour 4s. stg. per bbl.; wheat 8s. 6d. stg., per quarter; and boxed meats 55s. per ton.

The following are the Grand Trunk Railway Company's summer rates from Toronto to the undermentioned stations, which came into force on the 19th ult.:—Flour to all Stations from Belleville to Lynn, inclusive 25c; grain, per 100 lbs., 13c; flour to Prescott, 30c; grain 15c; flour to all stations between Island Pond and Portland, inclusive, 75c; grain, 38c; flour to Boston, 80c, gold; grain 40c; flour to Halifax, 90c; flour to St. John, 85c.

Halifax Market.

BREADSTUFFS.—July 13.—Our markets for Flour, up to Friday of last week, continued inactive, with a downward tendency, and disposition on the part of holders to effect sales. Some lots of Supers changed hands at \$5.60. The more favorable reports from the west have given tone to the markets, and have advanced the views of holders. Supers are now held at \$6.00 without buyers. Our stocks of Canadian are very light. Extras are in limited demand at quotations; Fancy inactive and nominal; No. 2 dull and unchanged.

We quote White Wheat Extra (Fall), \$6.25; Fancy, \$6.25; Superfine, \$6.00; No. 2, \$5.00; Cornmeal, (K.D.), \$3.75; F.G., \$3.00; Oatmeal, (N.S.) \$5.50 to \$6.00; Canada, \$6.00 (dull).

Imports from January 1st to July 13th, 1868 and 1869—

Bbls. Flour.	Bbls. Cornmeal.
1869..... 80391	19145
1868..... 92979	30964