

WINES AND LIQUORS.—The *Golden Wave*, with a cargo of DeKuyper Gin, arrived during the past week, but the quantity being less than anticipated by the trade, prices have advanced. Hds. may now be quoted \$1.60 to 1.62½. Red Cases \$7.40 to 7.50. There is no other vessel to arrive from Rotterdam this season. Prices in other lines continue unchanged.—*See Prices Current*

WHOLESALE GROCERY MARKET.—At this time of writing the war rumors from across the Atlantic have unsettled markets to some extent, causing Sugars, Chemicals, &c., to be held firmly and for advance. *Sugars*—Sales to-day of about 500 casks reported. Cable received reports advance. Quotations are not to be specially changed, but tendency is upwards at the moment. *Teas* steady with moderate demand. *Molasses and Syrups* up to this time are without change of any special account. *Rice and Spices* generally steady. *Fruits*—A good supply on hand of Malaga fruits at \$1.75 to 2.00 for layers. Valentias, not many yet arrived and held at 8c. to 8½c.

Wool.—The sales being made at present are characterized by a more cheerful tone. These are not large, still, as the mills are all about commencing to run, with a fair prospect in the future, and the raw material only in moderate supply, prices will likely remain firm.—*See Prices Current.*

Special to JOURNAL OF COMMERCE, via Dominion Line.

Toronto, Oct. 19.—The effect of the War news on grain is to create all buyers and no sellers, and little done in consequence. Ash high as \$1.14 has been paid for Fall Wheat and \$1.11 for Spring. About 30,000 bushels barley have been sold at 70c. and up to 80c. Pens sold readily at 7½c. to 76c. and Oats at 38c. to 40c. There are a great number of private European telegrams in the city, from the aggregate tone of which I consider the day closes with a much more pacific look than was the aspect late last night. It is a significant fact that consols are not cabled any lower from London this afternoon and also that Russian, Egyptian and Turkish Securities are even one per cent higher. Another important fact is that the Liverpool Grain Market is making no response at all equal to the excitement going on this side of the Atlantic neither there any further decline cabled in the Liverpool Cotton Market, which would be sure to follow conviction of war.

EXPORTS.

Comparative statement of Exports of leading articles at the Port of Montreal, from the 1st January to 19th October, 1875 and 1876.

| | 1875. | 1876. |
|-------------|-----------|-----------|
| Ashes..... | 13,151 | 10,741 |
| Bacon..... | 13,560 | 31,982 |
| Barley..... | 1,296 | 30,140 |
| Butter..... | 90,138 | 128,201 |
| Corn..... | 1,513,299 | 3,294,638 |
| Cheese..... | 403,563 | 452,386 |
| Flour..... | 335,422 | 300,918 |
| Lard..... | 19,229 | 42,454 |
| Oats..... | 153,207 | 2,808,294 |
| Pens..... | 1,296,254 | 1,081,864 |
| Pork..... | 6,247 | 8,563 |
| Wheat..... | 6,176,130 | 4,568,345 |

REMARKS.

Ashes.—Exports for the week, brls. Pot, brls. Pearl. Decrease, 2,410 brls.

Bacon.—Exports, boxes. Increase, 18,423 boxes.

Barley.—Exports, bush. Increase, 28,844 bush.

Butter.—Exports, 25 brls. Increase, 38,063 brls.

Cheese.—Exports, boxes. Increase, 48,823 boxes.

Corn.—Exports, 86,501 bush. Increase, 1,781-339 bush.

Flour.—Exports, 7,187 brls. Decrease, 34,504 brls.

Lard.—Exports, 15 brls. Increase, 23,225 brls.

Oats.—Exports, 300 bush. Increase, 2,656,087 bush.

Pens.—Exports, 29,207 bush. Decrease, 214,390 bush.

Pork.—Exports, 54 brls. Increase, 2,316 brls.

Wheat.—Exports, 58,270 bush. Decrease, 1,607,885 bush.

RAILWAY RETURNS.

GRAND TRUNK RAILWAY.—Return of traffic for week ending Oct. 7th, 1876, and the corresponding week, 1875. 1876.—Passengers, Mails and Express freight, \$69,725; Merchandise, \$122,794; Total, \$192,519. 1875.—Passengers, Mails and Express Freight, \$68,509; Merchandise, \$142,299; Total, \$210,808. Decrease, \$18,289.

MIDLAND RAILWAY OF CANADA.—Port Hope, Oct. 13th, 1876. Statement of traffic receipts for week, from 1st to 7th Oct., 1876, in comparison with same period last year:—Passengers, \$2,199.59; Freight, \$6,002.01; Mails and Express, \$240.08; Total, \$8,441.68. Same week last year, \$7,831.47. Increase, \$610.21. Total traffic to date, \$209,479.87; do. year previous, \$225,767.31. Decrease, \$16,277.44.

F. WHITEHEAD,
Secretary.

Insurance.

REVENTH ANNUAL REPORT OF THE

Globe Mutual Life Insurance Co. of New York, JANUARY, 1876.

| | |
|---|----------------|
| Balance from last account..... | \$3,807,595 10 |
| Premiums received during the year 1875..... | \$69,033 03 |
| Interest and Rents received during the year 1875..... | 214,542 24 |
| Other items received during the year 1875..... | 1,510 37 |
| | \$4,882,680 74 |
| Paid for Losses and Endowments..... | 393,054 78 |
| Paid for Policies surrendered, Return Premiums and Rebate to Policy holders | 205,871 35 |
| Paid for Commissions and Salaries to Agents..... | 117,248 50 |
| Paid for Taxes and Reinsurance..... | 8,235 86 |
| Paid for all other expenses..... | 117,361 58 |
| Balance to new account..... | 3,980,908 67 |
| | \$4,882,680 74 |

LIABILITIES.

| | |
|---|----------------|
| Policy Reserve at 4 1-2 per cent interest..... | \$3,561,519 00 |
| Less value of Risks reinsured..... | 1,968 00 |
| | \$3,562,551 00 |
| Policy claims adjusted, not due and unadjusted..... | 121,348 00 |
| Reserve for other liabilities..... | 114,906 00 |
| All other claims against the Company..... | 7,000 00 |
| Surplus to Policy-holders..... | 607,230 68 |
| | \$4,131,035 68 |

ASSETS.

| | |
|---|----------------|
| Loans on Stocks and Bonds..... | \$ 107,323 70 |
| Loans on Bonds and Mortgages and Real Estate..... | 2,391,541 67 |
| Stocks and Bonds owned at market value..... | 1,161,355 39 |
| Loans on Policies in force..... | 33,361 90 |
| Cash on hand and in Banks..... | 219,840 57 |
| Accrued Interest..... | 76,635 55 |
| Premiums uncollected and deferred, less cost of collection..... | 172,630 42 |
| All other items..... | 40,337 38 |
| | \$4,131,035 68 |

Dec. 31, Surplus to Policy-Holders... \$ 607,230 68
In force Dec. 31, 1875, 10,818 Policies,
insuring..... \$21,744,480 00
From the undivided Surplus the Board of Trustees have declared a Rebate of premium on all participating Policies entitled thereto, to be applied in settlement of Unearned Premiums falling due from March 1, 1876, to March 1, 1877.

PLINY FREEMAN. WM. STURGIS,
President. Mang'r of Agencies.
JAMES M. FREEMAN, E. H. SEWELL,
Secretary. Actuary.
J. F. BURNS, Manager in Chief of Agencies.
J. D. WELLS, General Manager for Canada.
Head Office for Dominion, 174 St. James Street, MONTREAL.

NORTHERN RAILWAY OF CANADA.—The traffic receipts for week ending 8th October, 1876:—Passengers, \$1,953.91; Freight, \$11,455.68; Mails and Sundries, \$1,330.91; Total receipts for current week, 1876, \$17,740.40. Corresponding week of 1875, \$20,548.44. Decrease, \$2,808.04. Total traffic to date, 1876, \$612,010.04. Total traffic to date, 1875, \$570,256.71; Increase, \$41,753.33.

THOS. HAMILTON,
Secretary.

SHIPPING INTELLIGENCE.

HARD WOOD AND DEALS.

To the Editor of the Shipping and Mercantile Gazette.

Sir,—On the 21st of April my vessel was chartered from Quebec, as per enclosed Charter. The Captain, feeling confident that his vessel had 200 loads of hard wood, or thereabouts, protested. The remainder of the cargo consisted of floated deals. On account of this the vessel will lose about 150½ freight, as she has neither been able to take ends for stowage nor a deck cargo, which is a dead loss. I send for your inspection the documents, &c., relating to the case. Do you consider the principals or the Broker liable? The Broker lives in Liverpool, and wired the Owner that the Charter was all in order and on good terms.

Yours, &c.,
C. FINSDAHL.

Hartlepool, Sept. 9, 1876.

[The vessel was chartered to load, as customary, a full and complete cargo of timber and (or) yellow pine deals, not exceeding one-third hard wood, remainder yellow pine deals, with sufficient ends for stowage, at two-thirds freight. More than one-third of hard wood was shipped, and the lower hold filled. When the hard wood and heavy floated deals had filled up the hold, the Master wanted light deals for the between deck, as is customary in the Quebec trade, but which were not supplied. One who contracts in his own name, although he is Agent for another, and notwithstanding he adds that as a description of himself, whether in the body of the contract or after his signature, may sue or be sued on the Charter-party.—("Parker v. White," Queen's Bench; "Lennard v. Robinson," Queen's Bench; "Cook v. Wilson," Common Pleas). The Broker, therefore, would be liable for the breach of Charter.]

Dublin, Oct. 1.—Sailed, bark Thomas Cochran, Taylor, for North America

Liverpool, Oct. 5.—Sailed, bark Lady Dufferin, Churchill, for North America.

DECK CARGO UNDER CHARTER-PARTY.

To the Editor of Shipping & Mercantile Gazette.

Sir,—The Master of one of our steamers in Canada loaded a complete cargo of oats as per Charter-party, and, without the sanction of the Charterer or his Agent, took on deck a few horses and landed them at the port of discharge in England. The Charterer now demands full freight on the horses. Can he claim full freight or only the loss or damage he can prove to have sustained?

Yours, &c.,
SHIPOWNERS.

South Shields, Sept. 26, 1876.

[For goods loaded on deck, in the absence of usage or stipulation in respect of the use of that part of the ship, the freight is payable to the Shipowner.—("Neil vs. Ridley," Exchequer.) Unless the Charterer contracts for the use of the entire ship, and consequently the deck space, and he fills the cabin, the rate of freight is then a question for the jury, and not necessarily the sum mentioned in the Charter-party.—("Mitcheson vs. Nicol," Exchequer.) Unless, therefore, the Charterer contracts for deck space, the freight for the horses would belong to the Shipowner.