

THE DRY GOODS TRADE.

Ballie, James, & Co. Baukhage, Beak & Co. Benjamin, Wm., & Co. Black, Lewis S. & Co. Claxton, T. James, & Co. Dougal, John, & Co. Foulds & Hodgson. Gilmour, J. Y., & Co. Greenhalghs, S., Son & Co. Hingston, James, & Co. Lewis, Kay & Co. Macfarlane, Andrew, & Co. May, Joseph.

May, Thomas, & Co. McIntyre, Denoon & Co. Meyer, J., & Co. Moss, S. H., & J. Muir, W., & R. Munderloh & Steencken. Oglivy & Co. Prevost, Amable, & Co. Ringland, Ewart & Co. Robertson, A., & Co. Roy, Jas., & Co. Stephen, William, & Co. Stirling, McCall & Co.

WE have nothing new to note in this branch of trade, the inactivity of previous weeks still continuing; nor need we look for any decided improvement in it for a month or six weeks to come. It would be premature to speculate on prices of either cotton or woollen goods for the fall trade, but at present it does not appear probable that manufactured goods will be purchased at figures any lower than they now are. By our latest advices, under the expectation of a Continental war of only short duration, cotton in Liverpool was more active at advanced rates for nearly all kinds of Eastern, and with a good demand for Sea Island and ordinary American. In the Manchester market, manufactured goods were somewhat unsettled by the conflicting reports from the seat of war, but prices, on the whole, were in favor of sellers. Whenever the rate of interest shall be reduced by the Bank of England, we may look for an advance, and if, at the same time, the war should be brought to a close, that advance will, without doubt, be of a very decided character. Nevertheless, as neither of these may occur for some time to come, manufacturers may be unable to maintain textile fabrics, even at their present prices.

THE HARDWARE TRADE.

Brush, George. Buchanan, I., & Co. Charlbois, A., & Co. Crathorn & Caverhill. Currie, W. & F. P., & Co. Evans, J. H. Evans & Evans. Fraser, F. Gilbert, E. E.

Hall, Kay & Co. Ireland, W. H. Kershaw & Edwards. Morland, Watson & Co. Mulholland, & Baker. Robertson, Jas. Bound, John & Sons. Simms, F. H. Winn & Holland

THERE has been rather more activity noticeable in the business of the past week, with a fair demand for all classes of goods, both shelf and heavy. Prices of manufactured goods, including Scotch and refined bar, are hardly so firm, though still held at our quotations.

FIG IRON—Has been in fair demand, and we hear of sales of several hundred tons of Summerlee, ex ship, at \$24 on usual terms, and for cash, for Chicago account, at a somewhat lower figure.

BAR IRON.—A moderate demand exists, but sales have been principally in limited quantities. We have as yet no reduction to make in our quotations.

TIN PLATES.—Some holders have reduced their prices 25c. per box, while others still look for previous prices.

THE LEATHER TRADE.

Brown & Childs. Douglal J. & Co. Hua & Richardson.

Kirkwood, Livingston & Co. Seymour, C. E. Seymour, M. H. Shaw F. & Bros.

WE have to report more activity in the leather market during the past week, with a good demand for most descriptions of stock, and an inability on the part of holders to fully supply the wants of the trade.

SPANISH SOLE.—Prime stock, for which a better enquiry exists, is in light supply. Low grade continues to be shipped to Britain to a moderate extent.

SLAUGHTER SOLE.—Prime is scarce, and held at a slight advance, and for medium and heavy there is a better demand than previously.

HARNESS.—The supply of desirable quality is very small, and prices are firm.

WAXED UPPER.—There continues to be a good enquiry, especially for light weights, while the supply is poor, and we advance our quotations for both light and heavy.

GRAINED UPPER.—Is also scarce, with a good demand, and prices are firm.

BUFF AND PERBLED.—The stocks of best makes have been very much reduced, but inferior can be purchased at lowest quotations.

PATENT AND ENAMELLED.—It is difficult to fill orders, even at outside figures.

CALF SKINS.—There is ready sale for desirable stock at our quotations, while the arrivals are only to a moderate amount.

SPLITS—Are in small supply, and prices are firmer, in consequence of the advance in Upper Leather.

SHEEP SKINS.—Both Colored Linings and Russetts are in demand, and meet ready sales at fair prices.

HIDES.—Both City Slaughter and Green Salted have advanced, selling up to 7½c. to 7½c. for the former, and 8½c. to 8½c. for the latter, the advance in the United States having also affected this market.

WOOL.—Sales of Fleece Wool have been at from 32c. to 35c., and for pulled lambs' at about 27½c. The inquiry has somewhat improved.

THE GROCERY TRADE.

Chapman H., & Co. Childs, George, & Co. Converse, Colson & Lamb. Davis, Clark, & Clayton. Fitzpatrick & Moore. Fournier, Jules Gillespie, Moffatt & Co. Gear, Henry J. Hutchins, B., & Co. Jeffrey, Brothers & Co. Kingan & Kinloch. Leeming & Buchanan. Maitland, E., Tylee & Co. Mathewson, J. A. & H. Mitchell, Kincaid & Co. Nivins, William, & Co. Noad, James S., & Co.

Phelan, Joseph Reuter, Lionais & Co. Rimmer, Gunn & Co. Robertson & Beattie. Robertson, David Routh, Highland & Co. Sanderson & Co. Schneider, Bond & Co. Snelair, Jack & Co. Snelair, J., & Sons. Thompson, Murray & Co. Torrance, David, & Co. Urquhart, Alex., & Co. West, Bros. Winn & Holland. Withers, Joy & Co. Winks, George & Co.

Winning, Hill & Ware.]

THERE is no material change to report in the Grocery trade during the past week. There has, however, been a little more activity noticeable, and, country orders came in rather more freely than previously. We are unaware of any transactions other than in comparatively limited quantities, and prices in the main are unchanged. The greatest improvement in demand is visible in Teas, and sellers are firm in their prices. In Sugars there is very little doing and prices are rather unsettled at present.

MONEY MARKET.

MORE ease is beginning to be felt in monetary circles, and there is little difficulty now in obtaining loans on good securities. There is very little good business paper offering outside of the banks, and is readily taken at fair rates. Sterling Exchange has declined slightly, and may now be quoted at 108½ to 109 for Bank 60-day Bills, and 108 to 108½ for private.

GOLD—Has averaged since last week 150, closing yesterday at 149½ to 149.

SILVER—Continues in good supply, with a nearly equal demand, buying at 4½ and selling at 4½ per cent. discount.

LOSS OF H. M. S. "AMAZON." COLLISION IN THE ENGLISH CHANNEL.

THE Western Morning News gives the following particulars respecting a recent most calamitous collision in the English Channel:—"The steam sloop of war "Amazon" left Spithead on Monday for Halifax, Nova Scotia, having been appointed to the North American station. She was commissioned at Devonport in April last, by Commander James E. Hunter, an active officer of high standing in the service, and left Plymouth Sound on the 4th of June, for a cruise in the North Sea. She had on board a crew of 130 of all ranks, and about 20 supernumeraries. The "Amazon" was a four-gun screw sloop, of 1,081 tons and 300-horse power, was contract built and constructed of wood, having been designed by Mr. E. J. Reed, the Chief Constructor of the Navy. The ship on Thursday morning, about 1 o'clock, was on her voyage down Channel; it was the watch of one of the lieutenants; the night was clear, and the weather fine, with a light breeze. The "Amazon" had her regulation lights brightly burning, and at the hour named a steamer was reported about two points on the starboard bow. She proved to be the screw steamer "Osprey," 450 tons register, Captain Bertridge, belonging to the Cork Steam Navigation Company. As they reached each other, the "Amazon" put her helm hard a starboard and exhibited the green light, but the "Osprey" put her helm hard a port and exhibited the red light. The result of these measures was that, as the "Amazon" fell off, the "Osprey" came across the "Amazon's" fore-foot, and the "Amazon" ran into the "Osprey" on her port-quarter, striking her at about one-third of her length from her stern. The "Osprey" was fearfully crushed below her water-line by the prow of the "Amazon." On board the "Osprey" the greatest confusion ensued on the collision; the majority of the crew clambered in over the bowsprit of the "Amazon," which protruded over her deck. It was instantly found that the "Osprey" was settling down by her stern, for,

although she was built in three compartments, she was struck at the stokehole, at which point the two after compartments joined, and the partition being crushed in, the compartments were of no service. The captain's three children—girls aged 15 and 12 and a boy aged 10—were swallowed up in the vortex caused by the sinking steamer, in which also were engulfed the whole of the saloon passengers. Less exciting, but almost equally serious incidents, were meanwhile occurring on board the "Amazon." In the shock of the collision the prow of that ship became twisted and wrenched round, and thus a large hole was made in that vessel, through which water was found to be pouring in great volumes. The ships pumps were instantly set to work, and great exertions were made to keep the vessel afloat; but the water gained on the crew, and the engineer soon came on deck and reported to the captain that the fires were extinguished, and the engine-room half full of water. Captain Hunter received the news with that remarkable coolness which seemed to characterize all hands, but it was seen from that moment that the "Amazon" would go down. Still, no exertions were relaxed, and the five boats of the vessel were got out with as much order as if for a holiday trip. Each boat was laden to the water's edge, some of the men lying flat in the bottom, and had any sea been running or a breeze sprung up all must have perished. The boats left the "Amazon" at 3:30 a.m., the ship being then settling down in the sea, although, as a fog shortly afterwards set in, she was not actually seen to founder. They were then about 18 miles off land, and somewhere off Dartmouth. No provisions, water, or property of any kind was taken on board, and the seamen of the "Osprey" were only partly clothed, and the captain's wife had on only her night-dress, over which a blanket had been thrown. In the early morning the boats fell in with three fishing smacks, which were boarded and which rendered a double service, in relieving the boats of some part of their too great load, and in piloting them into harbour. Thus aided, the shipwrecked men reached Torquay shortly after 4 on Wednesday afternoon.

HAVANA PRICES CURRENT.

The following is the last (James M. Lawton) Havana Prices Current of Imports, dated 14th July:—

Table with multiple columns listing various goods (e.g., Land Pr., Butter, Cheese, Beans, etc.) and their prices in dollars and cents. Includes a section for 'EXCHANGE' at the bottom right.