

quiries. Insurance companies paying a claim which has been the subject of an inquest, until after the coroner has reported thereon, will be fined \$50. The section referring to deposits made by parties suggesting the inquests, provides that where the suspicions were not found well-based, the expense of the inquest must be paid out of the money deposited; but if the charge is sustained, the entire deposit is to be returned.

Railways.

NARROW-GAUGE RAILWAYS.

The Chief Engineer of the Western Maryland Railroad has made a long report on the gauge question to his Company, and published it in the *Chicago Railway Review*, in which he deals largely with facts and figures. After treating of the different phases of the question at length, he summarizes his conclusions as follows:—(1.) *Saving demonstrated*.—They tell us that by constructing a 3 ft. road 100 miles long, destined to do a large coal tonnage—in- stead of the 4 ft. 8½ in. gauge,—the saving would be sufficient in 10½ years, if compounded at 7 per cent., to repay all but \$6,200 per mile of the entire cost of an expensively constructed railway; or, taking the most moderate view of it, that in this period of time, after making even unreasonable allowances for contingencies, *one-half of the total cost of the road and its furniture will be wiped out.*

(2.) *Surplus Earnings*.—That from an increase of paying weight, and by reason of the decrease of unproductive rolling stock weight, the 3 ft. road can earn against 26 4-10 grades \$308,880 more each year for its gross revenue in coal transportation alone; further, that on maximum grades of 40 ft. per mile it would have an annual surplus of net earnings amounting to \$238,680; again, that sharp curvature, so destructive to the rolling stock of standard gauges, can be traversed without injurious effect on the 3 ft. roads.

(3.) *Cost of Outfit*.—That the cost of outfit is about 12 per cent. less, and about half the weight for the same business.

(4.) *Speed and Stability*.—That the speed which is now maintained in our regular railway traffic can be fully adhered to on the 3 ft. lines, and that the passenger coaches on these roads have equal stability, and, in certain cases, more safety, than those of the standard.

(5.) *Cost of Operating*.—That the cost of operating is about 20 per cent. in favor of narrower lines.

(6.) *Revenues and Dividends*.—That the net revenues of the wide road may reach 7 per cent., while those of the 3 ft. as surely promise 20 per cent.,—which demonstrates that charges for the transportation can be reduced to the public on the 3 ft. road.

(7.) *Three Feet Branches to Connect with the Standard Roads*.—The 3 ft. branches can be built advantageously to connect with the standard roads, even where transshipment is unavoidable; that such transshipment, after the arrangements are once consummated, can be made at 6 to 10 cents per ton; and, further, that our present trunk lines should see it to be for their interest to lay down a third rail for the accommodation of the host of 3 ft. branches that would forthwith seek a union with them.

IMPROVEMENT OF THE GRAND TRUNK.—At the Belleville inquest Mr. C. J. Brydges was examined, when he made the following interesting statement, showing the progress made in the replacing and improvement of the permanent way of the G. T. R.:—"Between Montreal and Toronto the whole line of rails has been relaid within the last five years. In 1867 there

were 61½ miles laid; in 1868, 61½ miles; in 1869, 60½ miles; in 1870, 68 miles, of which 32½ were steel, and in 1871, 87½ miles, of which 41 were steel. That made a total in 5 years of 339 miles, or 6 miles more than from Montreal to Toronto. As regards ties, the original number laid between Montreal and Toronto were 707,500. In the five years, from 1862 to 1866 inclusive, 750,000 ties were put into the track, and in the years from 1867 to 1871, both inclusive, there were put in 600,790, so that the whole of the ties between Montreal and Toronto have been renewed twice in ten years. There is always more or less ballasting being done. During the last three years we have ballasted upwards of 150 miles between Montreal and Toronto. We are this year putting in about 150,000 ties and 80 miles of steel rails, and we shall ballast this year 80 miles of track. In two years from this the whole line between Montreal and Toronto will be laid with steel rails.

Commercial.

MONTREAL MARKET.

From our own Reporter.

MONTREAL, July 16, 1872.

We have had very little speculative demand here during the past week, and markets have generally ruled very quiet. The iron market is very stiff, and although the enquiry is large, but holders are not disposed to operate even at the present high prices. Groceries are in moderate demand, with very little change in prices. Breadstuffs are steady and a shade dearer towards the close. The stocks in store yesterday morning being 16,589 brls. less than on the 1st instant. Ashes declining. Provisions dull. Freights are in more demand and higher rates prevail.

The weather continues very warm and no appearance of rain. Accounts from country districts complain very much of the want of rain, the barley and oat crop being in many places quite burnt up. Hay promises to be a good crop.

ASHES.—*Pots*.—There has been a fair demand, and prices of first sort which were \$7.10 at the end of last week have now declined to \$6.95, at which the market to-day closes quiet. Nothing doing in seconds or thirds, which are nominal at \$6.45 and 5.70 respectively. *Pearls*.—Very few coming to hand at present, but all offering are at once taken up at \$9.85. In the early part of the week the same sort brought 5c more. Seconds are nominal at \$8.85. The stocks at present in store are Pots, 1,986 brls.; Pearls, 53 brls.

BOOTS AND SHOES.—We have no change to notice in this department of trade, business is quiet, and prices remain as quoted last week, viz., Men's No. 1 Stogas, \$2.50 to 2.75; No. 2 do. \$2.25 to 2.30; Kid Clumps, \$3; do. DS., \$2.75; Calf Clumps, \$3.75; Calf Congress, \$2.50; Boy's Boots, \$2 to 2.25; Women's Calf Boots, DS., \$1.30; Buff do., DS., \$1.25; Split do., DS., \$1.10 to 1.20; Buff Congress, DS., \$1.36; Balmorals, DS., \$1.40 to 1.60.

CATTLE.—As is usual here in the very hot weather, the demand is by no means large; the supply is quite sufficient to meet all wants. First quality per 100 lbs, \$8 to 9; second quality, \$7.50 to 8; third quality, \$6.50 to 7. *Sheep*.—\$3 to 5; lambs, \$2 to 3.50. *Hogs*.—\$5 per 100 lbs.

DRY GOODS.—The advance in the price of Canadian woollens has been the means of restricting trade, but still a fair amount of business has been done in this line of goods, though not so large as was expected; in other articles in the dry goods line business is very quiet. All steamers coming out are loaded with dry goods,

and it is expected that stocks of fall goods will be completed in a couple of weeks, and as country merchants are now doing a large trade, a brisk fall business may be looked for.

DRUGS AND CHEMICALS.—This market has been very quiet, but prices generally speaking have kept well up. Epsom salts are a shade high at \$1.87½ to 2. There have been sales of Saltpetre at \$10.25 to 11, being a little easier than last week. Alum, steady, 2½ to 2¾c; cop- peras, 90c to \$1; bleaching powder is at present nominally 4c, but few transactions taking place; bi-carb soda is in very small demand at 12½c, under last week's quotation. Soda ash in fair demand at 2½ to 3½c, with considerable sales at our lowest figure; sal soda is steady at 2 to 2½c; caustic soda, 4½ to 5c; refined borax, 20 to 25c; sulphur, 3½ to 3¾. No change in the price of other articles, the demand being very light.

FURS.—Prices are without any change to report, business just now is very quiet. We continue to quote:—Beaver, \$1.75 to 2.00; black bear, \$10 to 12; fisher, \$7 to 8; silver fox, \$25 to 50; cross fox, \$2 to 5; red fox, \$1.50; lynx, \$1.75 to 2; dark marten, \$5 to 10; pale marten \$2 to 2.50; dark mink, \$4.50 to 5.50; pale mink, \$2 to 3; otter, \$10 to 12; fall musk- rat, 14c to 18c; winter do., 18c to 20c; spring do., 25c; racoon, 60c to 80c; skunk, 25c to 50c.

FISH.—We have more activity to notice in this branch of business during the past week. *Table Cod* has been selling freely at \$4.12½ to 4.62½. *Salmon* is in demand, and has been selling in round lots at \$15½ to 16½. There has been nothing doing at herring, prices of which are purely nominal.

FUEL.—*Coal*.—American coal is still advancing, but it is believed that as soon as the present demand is satisfied, that lower prices will prevail. We now quote American egg coal, \$6.50 to 7; Chestnut, \$6.50 to 7; stove, \$6.75 to 7.25; Newcastle grate coal, \$6.75 to 7; Glace Bay grate, \$6 to 6.50; Smith's coal, \$7 to 8; Scotch steam, \$6.75 to 7. For large lots a reduction would be made on these prices. *Firewood* in limited demand. Long wood maple, \$7 to 7.50; birch, \$6.50 to 6.75; beech, \$6 to 6.25; tamarac, \$5.75 to 6.

FREIGHTS.—There has been a fair demand for tonnage, and rates are higher, the amount offering is by no means large. Latest engagements for heavy grain to Liverpool and Glasgow per steamers and iron ships, 6s 3d to 6s 9d; flour, 2s 9d to 3s; for orders heavy grain, 6s 6d to 6s 9d. Flour to the gulf ports and Newfoundland, 40c per brl.

FLOUR.—Receipts for the past week, 21,007 brls; total receipts from 1st January to date, 421,871 brls., being an increase of 6,445 brls. on the receipts for the corresponding period of 1871. Shipments for the past week, 9,212 brls.; total shipments from 1st January to date, 249,202 brls., being an increase of 2,814 brls. on the shipments for the corresponding period of 1871. The stocks in store and in the hands of millers on the morning of the 15th inst. were 92,912 brls.; against 107,954 brls. on the 1st inst., and 111,091 brls. on 15th July, 1871. We have very little to say about this market, there has been no speculative demand, and the same sales for local wants have been very limited. Prices during the week kept pretty steady, but towards the close the market was much stronger, and some round lots changed hands at about the following rates:—Extra, \$6.70 to 6.90; fancy, \$6.60, nominal; superfine, \$5.90 to 5.97½; strong bakers' flour, \$6.50 to 7; Canada super No. 2, \$5.55 to 5.65; fine, \$4.85 to 5; middlings, \$4.20 to 4.30; Pollard's, \$3.50 to 4.75; Upper Canada bags delivered, \$2.80 to 3; Cornmeal, \$3 to 3.15; oatmeal, \$4.70 to \$4.80 for Upper Canada, and \$4.50 for Lower Canada.

GRAIN.—*Wheat*.—Receipts during the past week, 130,533 bush.; total receipts from 1st