

MONTREAL PRODUCE MARKET.

Akin & Kirkpatrick, Cameron & Ross, Crawford, James, Denholm, George, Douglass, John, & Co., Follingsby & Williamson, Hill, W. G., & Co., Holton, Thomas, & Co., Kirkwood, Livingston & Co., Laidlaw, Middleton & Co., Lamb, M., Leitch & Buchanan, Murray, D., & Co., Niven, Wm., & Co., Raphael, Thomas W., Sauvageau & Co., Sinclair, Jack & Co., Stewart, W. W.

MOST of the produce destined for the States being now disposed of, and the Fenian excitement drawing largely on the public attention, business has been at a comparative stand for some days back. Transactions generally are restricted to immediate wants, the general disposition being to avoid speculation in the uncertain issue of the political and commercial relations with the United States.

FLOUR—Notwithstanding the comparative cessation of receipts, the little offered has latterly been placed with difficulty. Except in broken parcels or single barrels, there are no recent transactions in the higher grades; late rates are maintained by scarcity, but with the present diminished enquiry even moderate receipts would at once depress prices. Of Super-fines the bulk of what is offered is from Western wheat, and engages most attention on account of the comparatively high prices demanded for strong Canada brands, for the various brands of the former prices range from \$5.50 to \$5.70, and for the latter \$5.75 to \$6—outside figures in each case relating to the more favourable brands. No. 2 and the lower grades have become quite scarce, and for these more competition has lately existed: full rates being readily obtainable for the better samples, while all kinds move freely at their full relative value. *Bag Flour* has been in small supply, and though the demand has continued on the previous limited scale, all the more desirable samples have sold promptly at \$3.10 to \$3.20; a few inferior parcels have been placed with difficulty in the vicinity of \$3, being only taken at all for the want of better.

The future of the flour market will largely depend on supplies. With the American market virtually closed, and prices relatively much above British rates, any material increase in receipts would cause an immediate decline. Unless, however, the C. T. R. Co. offers liberal inducements in the matter of freight supplies promise to be small till the opening of navigation.

OATMEAL—No receipts of consequence, nor any transactions beyond retail sales to note.

WHEAT—We have no arrivals to report, and any sales from store taking place have been on private terms.

COARSE GRAINS—Transactions at some of the producing points have taken place, and considerable has recently been sent to the American markets: but beyond the small farmers, deliveries for which very irregular prices are paid, there have been few transactions on the spot.

PORK—Remains without alteration, the demand is confined to the merest retail, dealers only buying to supply their pressing wants at previous rates.

DRESSED HOGS—The season may now be considered over. Stocks on hand are very much reduced, and any small parcels of good quality coming forward in sound condition will probably meet a ready sale at about current rates. Any quantity remaining on hand beyond the requirements of the city and local trade will be packed, as the weather is now turned to soft and mild with heavy rain.

LARD—Is in good demand, and present quotations fully maintained.

TALLOW—Is dull and drooping, the retail demand for candles being over for the season.

BUTTER—Arrivals are moderate, and with a fair demand, the most desirable parcels have found ready sale, and in some instances an advance has been obtained. The demand for the States being now entirely closed, we are thrown upon our local consumption only; prices will therefore depend entirely upon the quantity that may still remain to come forward. The general opinion being that the stocks everywhere are light, and that there will be no surplus of eatable butter before new begins to come in.

ASIES—Arrivals are moderately large for the season, and with continued depression in Britain, and the demand for the States having ceased, there is now little competition for any description. *Pots* have been taken for some days back at \$5.40 to \$5.45 according to rates. *Pearls* are for the time being nominal, as no transactions can be noted for a few days back. The recent competition being purely on American account, and the prices paid being much beyond the

relative value in Britain. Pearls are likely to decline as soon as any stock comes into market. *Pots* can scarcely reach much farther, and with the present diminished stocks may probably improve ere long.

RECEIPTS OF PRODUCE.

VIA GRAND TRUNK RAILWAY AND CANAL.

	For the week ending Wednesday, Mar. 7, 1866.	From the 1st January to 7, 1866.	To corresponding period 1865.
Wheat, bushels	52,150	52,150	83,240
Flour, barrels	2,830	14,645	28,372
Corn, bushels	1,831	2,570
Peas, "	6,100	48,425	1,132
Oats, "	1,150	19,770	6,885
Barley, "	5,145	1,110
Rye, "	100	819	187
Oat and Corn Meal, bbls.	251	3,411	1,041
Butter, Avgs.	62	8,425	7,025
Cheese, boxes	41	111	457
Pork, barrels	34	2,672	150
Lard, "	41	850	251
Tallow, "	27	304	112
Whiskey & H. Whisky, cks. & punches,	103	2,288	2,701

PRICES OF GRAIN.

	Average Prices on					Highest price this year.	Average for week.	Corresponding week 1865.
	Friday Mar. 9	Satur. 10	Monday 11	Tuesday 12	Wednesday 13			
Flour, Super of Extra, Extra	8 25	8 25	8 25	8 25	8 25	8 50	8 25	4 97 1/2
Do. " "	7 50	7 50	7 50	7 50	7 50	8 00	7 44	4 87 1/2
Do. " "	6 75	6 75	6 75	6 75	6 75	7 00	6 75	4 63 1/2
Superfine, " "	5 50	5 50	5 50	5 50	5 50	5 70	5 50	4 57 1/2
Do. " No. 2	5 17 1/2	5 17 1/2	5 17 1/2	5 17 1/2	5 17 1/2	5 40	5 19	4 22 1/2
Fine, " "	4 45	4 45	4 45	4 45	4 45	4 60	4 45	3 73 1/2
Bag Flour, 42 lbs. tin	3 15	3 15	3 15	3 15	3 15	3 25	3 15	2 85
Oatmeal, bbl 30 lbs.	4 50	4 50	4 50	4 50	4 50	4 50	4 50	4 82 1/2
Wheat, 1 c Spring	1 18	1 18	1 18	1 18	1 18	1 20	1 18	1 00
Peas, per 66 lbs.	0 71	0 71	0 71	0 71	0 71	0 73	0 71
Barley, per 50 lbs.	0 63	0 63	0 63	0 63	0 63	0 65	0 63
Oats, per 52 lbs.	0 53	0 53	0 53	0 53	0 53	0 55	0 53

CANADIAN TARIFF—OFFICIAL CIRCULAR.

FINANCE DEPARTMENT, CUSTOMS, }
Ottawa, March 8, 1866.

Sir,—I am desired by the Minister of Finance to state for your information and guidance, that it is not considered that the abrogation of the Reciprocity Treaty with the United States of America, the operation of which is to cease and determine on the 17th inst., will have the effect of reviving any pre-existing customs duties attached to the importation into Canada of the several articles enumerated in that Treaty and in the Acts of the Provincial Parliament giving effect to that Treaty: but such articles standing in the List of Free Goods generally are to continue to be admitted free upon their importation into this Province from any part of the world until the Legislature may deem it advisable to re-impose duties thereon.

The only articles excepted from the general exemptions above referred to, are those mentioned in the two following items of the Free List, of the Canadian Tariffs, viz:—

Fruits, dried, the growth of the United States only, while the Reciprocity Treaty is in force.
Furs, Skins, Pelts and Tails, undressed when imported directly from the United Kingdom or the British North American Provinces, or from the United States while the Reciprocity Treaty is in force.
To the Collector of Customs.

The above articles will, after the 17th March instant cease to be free when imported from the United States and will thereafter fall into the category of unenumerated articles subject to an *ad valorem* duty of 20 per cent.

I am, Sir,
Your obedient servant,
R. S. M. BOUCHETTE.

Russian Trade.

A report on commercial intercourse with Russia, drawn up by Mr. Michel, of the British Embassy at St. Petersburg, has lately been presented to Parliament. From this report we gather that while under the present protective policy of the Government, Russian manufactures have flourished very greatly, yet at the same time, other interests, notably agriculture have suffered very much. The rates of duties are monstrously high, both on manufactures and especially on articles of foreign import. Mr. Michel estimates the total importation of manufactured articles into Russia in 1864, at £2,900,000, paying a duty of at least 50 per cent. *ad valorem*, a tax which, while it injures the revenue and destroys trade, affords no actual protection to native industry, because it throws the greater part of the import trade into the hands of the "smuggler," and the operations of the latter are on a proportionate scale.

Differential duties in favour of importations by the land frontier also attract trade in the direction most favourable to illegal operations. Houses are established for the systematic smuggling of goods into Russia at a premium of 35 per cent., and under this system British trade with Russia, except as regards bulky articles, such as iron, machinery, and coal, is

rapidly dwindling into a contraband trade; whilst the trade over the frontier has largely facilitated the introduction of imitations of English goods, with fraudulent trade marks. The interests of the Russian ports and of the Russian mercantile marine are also sacrificed by these differential duties, and the rate of freights for Russian exportations is materially increased.

As a still further evidence of what might be done for Russian trade, by a reduction of the tariff, is the official report of 1863, which states in regard to cotton goods, and concerning the revised tariff of 1857, that "although it lowered the duty on foreign yarn to 28s. 11d. from 41s. 6d., and reduced the charge on foreign tissues by 20 to 80 per cent., the production of the factories in Russia was not thereby arrested; on the contrary, the reduction had the most beneficial effect on many of the mills, for it showed them the necessity of improving the quality of their goods, in order to meet the demands of consumers."

Mont Cenis Railway.

Pending the completion of the great tunnel under Mont Cenis, it is proposed to build a railway across the Alps from St. Michael, in Savoy, to Susa, in Piedmont, a distance of forty-eight miles, thus connecting the railways of France with those of Italy, and making a direct and unbroken line of 1406 miles from Calais to the port of Brindisi, on the Adriatic. A company has been started for this purpose, with a capital of £250,000 sterling, and concessions of right of way on the existing Imperial road have been obtained free of charge from the French and Italian Governments. These concessions are granted till the opening of the Tunnel, which cannot, under the most favouring circumstances, take place for seven years. During that time, it is estimated a sufficient amount of revenue can be earned by the proposed railway, together with the value of the plant on hand at the end of the term, to not only pay all working expenses, including seven per cent. interest on bonds and shares, and to reimburse both bond and share capital, but also to leave a profit of £233,000. These estimates are based on the existing traffic on the road, allowing only for the ordinary annual increase, and not making any allowance for any increase attracted by the railway facilities afforded.

Specie Shipments from San Francisco.

The following are the total shipments for the past three years, and also the average amount shipped during the preceding nine years, from San Francisco.

1863	\$46,071,920
1864	56,707,201
1865	45,309,223
Average of years from 1854 to 1862	46,403,824

Total shipments for past twelve years \$565,721,702

Of this last amount \$375,558,659 were sent to Eastern Ports, and \$188,175,110 direct to England.

A STATEMENT of the Revenue and Expenditure of the Province of Canada, for the month ended 28th February, 1866, (cents omitted):—

	AMOUNT.
REVENUE:—Customs	\$468,914
Excise	117,805
Bill Stamp Duty	4,650
Post Office	55,020
Crown Lands Department	79,648
Miscellaneous	56,144
Total	\$786,056
EXPENDITURE	\$617,190

JOHN SIMPSON,
Assist. Auditor.

Audit Office,
Ottawa, 1st March, 1866.

Ships Loading and Cleared for Montreal and Quebec, February 17th.

At LIVERPOOL.—Loading for Montreal—Thermite. Loading for Quebec—Millicote—Pilgrim—Fanny Forsyth—Arran—Tara—Cairngorm—Glancairn—Polly. Cleared for Quebec—British Queen.

At LONDON.—Loading for Montreal—Chaudière—John Bull—City of Hamilton—Wolverine. In THE CLYDE.—Loading for Montreal—Gleniffer—Harlequin—Ardmillan—St. Lawrence—Queen of the Clyde—Clydesdale—Shandon—Forgahall—Myrtle. Loading for Quebec—Tadnor—Liverpool—Cameo—Queenshill—Mary Leonard—Transit.