

fully justified by the quotations ruling in Liverpool, buyers gained more confidence, and sales have been made at a considerable advance on opening prices, the feeling generally being in favor of still higher figures. The following are the leading sales which have been made public during the week:—100 brls. superfine at \$4.95c., f. o. b. here; 400 brls. superfine at \$5.10 in store; 200 brls. superfine at Rockwood, at \$5; 200 brls. superfine at Malton, \$5.10; 100 brls. superfine at Norval, at \$5; 400 brls. superfine here, at \$5; 200 brls. No. 2 at Guelph, at \$4.60; 100 brls. "Halton" brand, at \$4.90 here; 100 brls. superfine at \$4.90; 100 brls. superfine at \$5.50; 400 brls. at \$6; 700 brls. No. 1, at \$6.25; 300 brls. superfine at Weston, at \$6.05; and 100 brls. mixed superfine and spring wheat extra, \$6.25 f. o. b. here; in store in Toronto, on the 15th inst., 2,556 brls. *Wheat*—the course of this market has been much the same as that for flour. There is as yet no shipping demand, buyers operating almost altogether on speculation. The advance on all grades during the week has been fully 20c. to 25c., and still higher prices are confidently looked for. Should the war become, as is more than likely, general throughout Europe, we will undoubtedly see a very much dearer market; and, however unfortunate it may be for the parties interested, Canada will be an enormous gainer from the enhanced rates at which she will be enabled to dispose of her produce of which she will have a large surplus over and above her own local wants. The principal sales reported for the week are as follow, the highest prices having been paid at the close: 3 cars choice White Winter at \$1.30 f. o. b. at Cobourg; 1,300 bus. Red Winter at \$1.14 f. o. b.; 3 cars do. at \$1.14 f. o. b.; 3 cars Treadwell at \$1.25; 4,300 bus. do. at \$1.30; 2 cars Red Winter at Lucan at \$1.25; 22,000 bus. (15,000 bus. White and 7,000 Treadwell) at \$1.45 f. o. b. here and at Hamilton; 4,500 bus. Soules at \$1.45 f. o. b. at Port Hope; 1 car Deihl on the track at \$1.50; 1 car Spring on the track at \$1.35. In store in Toronto, on the 15th inst., 108,829 bus. Fall, and 19,779 bus. Spring Wheat. *Oats*—The market which, a week ago, closed with less firmness has again improved, and an advance has been secured, latest sales being at 43c. in store, holders at the close asking 44c. to 45c. without, however, finding buyers. Sales during the week have been of six or eight cars at 42c. to 43c. in store. In store, on the 15th inst., 9,787 bus. *Barley*—Has been exceedingly dull with no buyers in the market. Cargo lots were offered at 68c. to 72c. at the close. In store, 26,000 bus. *Peas*—Have been firm and advancing, and 80c. to 82c., may now be quoted as value of cargo lots. Sales, however, have been very restricted, no transactions of any consequence being noted during the past week. In store, 26,000 bus. *Hay*—\$10 to \$16. *Straw*—\$5 to \$7.

PROVISIONS.—*Butter*.—No selected is offering; 17c. to 17½c. would be paid for choice; ordinary to good is taken at 16c. to 17c. Nothing doing in shipping lots, the intense heat of the weather preventing any movement at present. *Eggs*—are quiet at 12½c. to 13½c., with very little enquiry. *Pork*.—Mess is in very limited supply, but without any particular enquiry. Prices, however, have advanced \$1, in sympathy with the advance in American and English markets; holders now ask \$26 to \$27 for Mess, \$23 for Prime Mess, and \$20 to \$22 for Prime. No change in *Bacon* or *Hams*, there being nothing done. *Lard* is entirely without demand, and quite unsaleable in the market. *SALT*.—A fair business in Goderich, at quotations. Several round lots of Liverpool coarse are reported as having changed hands at 75c. to 76c.; retail parcels bring 85c. to 90c.

Wool.—has declined 1c. and is less active. Several round lots have offered at 30c., at which price they would probably be taken, and the business for the past few days has been chiefly at this figure.

MONEY.—Sterling Exchange, 60 days' sight, or 75 days' date, 110 to 110½; Gold Drafts on New

York, par; Currency Drafts on New York, and Greenbacks, \$1 to \$2½; American Silver, large, 54 to 64; Small, 6 to 10 discount. Gold in New York has advanced constantly, with occasional downward fluctuations, closing at 122½, the highest point touched having been 123½.

FREIGHTS.—Grain 2c., greenbacks to Oswego, and 2c. gold to Kingston by sailing vessel; from Kingston to Montreal, by barge 4½c. Steamer rates continue low, freights not offering abundantly. We quote for flour, 12½c. to Kingston; 15c. to Brockville and Prescott, 20c. to Montreal, and 20c. gold to Oswego and Ogdensburg. Railway rates are without change. Per G. W. Railway:—Flour, from Detroit to Toronto 35c. per brl; grain, 18c. per 100 lbs. From Sarnia, 30c. per brl; grain 15c. per 100 lbs. From the Suspension Bridge, 25c.; grain, 13c. The Grand Trunk through rates to Liverpool or Glasgow, are: Butter per gross ton 65s; cheese per do. 65s; lard per do. 65s; bacon and hams per do. 60s; beef per tierce, 12s; pork per brl., 9s. flour per brl., 5s. 6d; grain, 10s. 6d per quarter. Grain taken only in ships' bags. The following are the current rates of the Grand Trunk Railway: to Halifax 75c. for flour and 38c. for grain; to St. John 75c. flour, 38c. grain. The rates to railway stations are—Flour to Kingston, 25c.; grain, 13c.; flour to Prescott, 30c.; grain, 15c.; flour to Montreal, 30c.; grain, 18c.; flour to St. John, Quebec, 45c.; grain, 23c.; flour to Point Levi, 55c.; grain, 28c.; flour to Portland, 75c.; grain, 38c.; flour to New York 75c.; grain 38c.; flour to Boston 80c.; grain 40c. gold.

OIL MATTERS AT PETROLIA.

(From our Own Correspondent)

PETROLIA, July 18, 1870.

Crude is still advancing, and the production not increasing. The quantity of crude pumped in the last eight days could not have exceed 4,500 barrels at the most; the shipments are still about the same, say 23 car loads per day. Refining for home consumption is at a stand-still; the exports firms are still doing a large business, but it is difficult to say what effect the war may have on the Antwerp markets or the oil business generally. The north-west territory has not as yet redeemed its character, and at present produces more dry holes than paying wells. Developments are still going on there, and I understand that two new wells are to be commenced in that direction this week.

Some excitement was created here last week by a Yankee swindler (of the name of Dr. Baldwin) buying a lot of oil and going off, without paying for it, he decamped worth at least \$3,000.

Crude, \$2 to \$2.10 per brl.; Refined, 21c. to 23c. per gallon.

The tolls and dues received on St. Lawrence Canals for June were \$14,154.26 against \$10,967.67 last year, being an increase of \$3,186.59.

Dominion Bank.

The Provisional Directors of the Dominion Bank, at the urgent request of many of their friends, have decided to proceed at once with the organization of the institution.

Stock Books can be seen as well as further subscriptions of Stock made, at the offices of Messrs. PELDATT & OSLER, or Messieurs CAMPELL & CASSELS, King Street, and

Messieurs ROSS, LAUDER & MULLOCK,

MASONIC HALL, TORONTO,

and at the office of WILLIAM SACHE, Esq. Montreal.

WILLIAM MULLOCK,

Secretary to the Provisional Board.

Toronto, July 15th, 1870.

Grand Trunk Railway.

TRAINS arrive and depart as follows at and from Toronto:

	EAST.			
	a.m.	a.m.	p.m.	p.m.
Depart	5.37	6.37	5.37	7.07
Arrive	9.37	10.37	10.37	9.07
	WEST.			
	a.m.	a.m.	p.m.	p.m.
Depart	7.30	11.40	3.45	10.37
Arrive	5.30	12.50	5.20	9.05

Northern Railway.

	a.m.	p.m.
Depart	7.00	4.08
Arrive	10.35	9.10

Trains leave Brock Street Station 15 minutes later.

Insolvent Act of 1869.

In the matter of JOHN GARTSHORE, an Insolvent

THE Insolvent has made an assignment of his Estate to me, and the Creditors are notified to meet at my office, Court Street, in Toronto, on Saturday, the 6th day of August next, at 12 o'clock noon, to receive statements of his affairs, and to appoint an Assignee.

JOHN KERR,

Toronto, 20th July, 1870.

Interim Assignee.

Insolvent Act of 1869.

In the matter of Robert Hunter, as well individually as having been a member of the firm of Hunter & Mackenzie, Toronto, insolvent.

THE insolvent has made an assignment of his estate to me, and the creditors are notified to meet at my shop, 34 Richmond Street East, in Toronto, on Saturday, the thirtieth day of July, at ten o'clock a. m., to receive statements of his affairs, and to appoint an assignee.

JOHN KERR,

Toronto, July 13th, 1870.

Interim Assignee.
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Government House, Ottawa.

Wednesday, 22nd day of June, 1870.

PRESENT:

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

ON the Report of the Commissioner of Customs, dated 21st June, 1870, and approved by the Honorable the Minister of Customs, and under the provisions of the 22nd Section of the Act 23 Vic., Cap. 9, His Excellency in Council has been pleased to authorize and doth hereby authorize the Minister of Customs in any or all cases in which it may be shown that British or Canadian Vessels navigating the Inland Waters of Canada, and frequenting American Ports, are charged with lower fees or tonnage duties than are charged on American Vessels frequenting Canadian Ports above Montreal, to reduce the said fees or tonnage duties so payable on the entry and clearance of all Vessels, whether British or American, at Canadian Ports in the Inland Waters aforesaid, to the standard of such fees or tonnage duties as are actually charged on Canadian Vessels on entering or clearing at American Ports.

WM. H. LEE,
Clerk Privy Council.

British America Assurance Co.

NOTICE is hereby given that the Annual Court of Proprietors of this Institution, at which the election of Directors for the ensuing year takes place, will be held in conformity with the charter, at the house of business of the Company, Church street, City of Toronto, on

MONDAY, THE FIRST DAY OF AUGUST NEXT.

The chair will be taken at twelve o'clock, noon.

By order of the Board,

T. W. BIRCHALL,
Manager.
per JOHN EVANS,
Accountant.

British America Assurance Office,
Toronto, 14th July, 1870.

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