potatoes poor, late very fair crop; turnips good; beets very fow, carrots none; flax none.

AMIERSTRING — Spring wheat 13 bush, heavy crop of straw grain bipned by midge and drought and het sun fatt 18 bus, barley 18 ous, pears good crop apparently, not threshed oats 30 bush, injured by dry weather rise none hay 1 to 3 tons, good crup, potatoes suffering from drought

parently, not threshed, cate 30 bush, impliced by diversible response hay I to 3 tous, good crop. Potatoes suffering from drought

Athems—Spring wheat It bus per acre, fall 20 bus, barley 20 bus, coarse grains are from 4 to 1 crop, own go to scorching dry weather in July, peas 12 bushels, oats 25 bush; rye 20 bush; hay 14 tons, a good crop, rather low estimate. Koots, Pointoes 76 bus, hardly half crop, turning 200 bus, three qualter crop.

Bray error. Spring wheat was a pretty fair crop, but it was damaged by the weevil, fall was a very poor crop, on account of its being damaged by the frost, barley was a very good crop, eas were not a very good crop, oats was an excellent crop, very heavy and not damaged rye was a terry good crop, error heavy and not damaged rye was a very good crop indeed hay was a splendid crop, clover was very heavy.

Athol.—Spring wheat 20 bus, the dry hot weather, but very much down, barley 30 bush, light, hot weather, but very much down, barley 30 bush, light, hot weather, peas 17 bush, pods short and thin on the ground; oats 40 bus, very good, rye none here; hay 2 tons.

Columbis—Spring wheat 20 to 25 bus, fall wheat 25 bush, very little fall wheat grown, the little there vis very good; sariey 35 to 49 bus, very small in the grain, on account of the drought, peas 35 to 49 bus, the host of bus, terry so bus; peas 15 bus; oats 35 bush; rye none; hay 2 tons per acre. Roofs—Poistots to bus, farnings 400 bus; carrots 500 bus, flax none.

Raolan.—Spring wheat 25 bushels, a good averses yield about this section, samples very good; all wheat 25 bus, good, bariey 30 bus, agood color but small in the perry; in consequence of the excessive heat and drought; peas 15 bus, suffered from drought, oats 30 bus, ripared bods, supered bods, carrots 600 bus, an average crop, flax none.

BRUCE

INVERIENCEM—Point Market Point strew short, residented and commendation on which has no

tous, rye is bus, anjured by drought, hay 1; tons, an abundant crop, petanos 16 bushels, algored badly by drought carrois 600 bus, an average crop, flax none. BRUCE

INVERHUNDN—Spring wheat 18 bush straw short, grain pretty good, some indications of midge but no damage, fail wheat 25 bus, good, harley not much sown, peas about 20 bus, light, oats very light, rye none; hay 1 ton.

LUCKNOW.—Spring wheat 16 bus will be light and short especially on high land, fail wheat 25 bus, barley very little sown; peas, in at farmers complain that this crop is liardly worth cutting; cats not more than hait last year's crop; hay 1; toos, a good crop and secured in excellent order, potatoes are small and thin; turnips none.

ARKWINGUT—Spring wheat 15 bush: fall wheat 25 bus, barley nat much raised; peas very light; oats 15 bus, 170 none, hay 1; tous.

Kincandink.—Saring wheat not all harvested yet, but reported a fair crop, sithough short in straw from drought; fail wheat 20 to 25 bush, all the fail wheat threshed in this neighbourhood is yielding well, but not so fine wheat as last year, barley, very little raised in this county; peas very small average, from drought; oats, not all harrested, but rather short of last year's crop, ryo none, hay good average crop, fine condition, potatoes are small, but the late rains will do good.

Nomanton.—Spring wheat 15 bus, very much indeed in jured by drought; barley 3) bush, very little cour in this section of the country; peas 20 bushels.

Thyrrhat—Spring wheat 10 bush, very light crop (exertly, sample fair; fall wheat 25 bush, almost and drought, barley 20 bush, very light crop (exertly, sample fair; fall wheat 35 bush, good crop, sample not so plump in consequence of extreme heat and drought, barley 20 bush, very little sown, peor crop, sample fairer, short and not well headed, rye none, Slight damage to fall wheat by the midge, but the failure noted above is owing principally to the drouth; hay 1 ton, good crop, well saved. Hoots—l'totates turnips, beets and carrots almost a total fa

LEEDS.

LEM.—Spring wheat 10 bush drought and weevil; fail wheat 12 bus, winter killed, barler 25 bush, peas 12 bush drought one caise 25 bush type 15 bush, winter killed, hay 13 tons, pouses 40 bush.

GREY.

CLARKSPIEG — Spring wheat not up to the arerage, cause great drought and excessive heat fail
wheat generally good; barley medium crop; peas
poor, not more than half a crop, cats faircrop, straw
short rye none, hay good and well saved, posatoes
poor, late and small turnips light crop

THE MATTLAND DISTILLERY .- This establishment, THE MAITLAND DISTILLERY.—This establishment, we understand, will soon be in operation again, the necessary preparations for ranning being nearly completed. The name of the new firm is Fletcher, though Company Mr Halliday we believe has an interest in the concern, and will take a leading part in its management. The re-opening of the distillery will be a great boon to Maittand which has suffered very seriously by its long suspension. The addition of twenty-five tamilies to the oppulation of twenty-five tamilies to the neighbourhood for grain, hay a nd wood, cannot fail to restors to the place its former life and properly—

Presont Telegraph

TRACTION ENGINES.

HE greatest difficulty which seems to have awd in the way of the successful use of road steamers of great weight, has been the mutual destruction of road and engine, but this difficulty appears now to have been overcome by the application of Iudia rubber to the tires of the driving wheels. The following from the Scotsman, giving an account of the progress of a train into Edinburgh, will be read with in-

ing from the Scotisman, giving an account of the progress of a train into Edinburgh, will be read with interest:—

"On Saturday afternoon a very remarkable sight was seen in this city. A train of heavily-laden cosis waggons, looking exactly like a lugrage train, was observed coming steadily up the steep incline leading into Edinburgh from Dalkelth. It was one of Mr. M. Thomson's patent road steamers, with India rubber wheel-tires, having four hugo loaded waggons in tow. Each waggon weighed, whon empty, two and three-quarter tons, and carried a load of live and one quarier ton of coale, making the gross weight of the waggon thirty-three tons. The road steamer weighs eight tons. Thus a total of forty tons was in modion. The foad steamer had drawn the train from Newbartlee collieries, eight miles from Edinburgh, over a very hilly road, with "sing gradients of 1 in 18.

"The hill from l'ow furn up to alinto Street is both long and steep, but the road steamer drew its train to the top with the most perfect ease. It was very currous to watch the behavior of the patent India rubber tires of the road steamer, as they passed over the various descriptions of road suraze. In the outskirts of the city, where the roads are macadamized, there were many places where broken stones had just been spread on the surface. Over these sharp loose stones the India rubber under the contact with the most paged iragments of stone without any traces or mark of injury. The perfect command which the conductors of the train had over its movement enabled them to control both its course and speed with the utmost precision. The line of streets through which it passed are always the most crowded streets in the city but not withstanding all tiese obstacles, aggr valed by the streets being at some points under repair and closed for one-half of their width, no difficulty was experienced in steering clear of every impediment.

"The extremely currous way in which the whole four waggons follow, suak-olike, in the track of the road steamer was the past

CONCERNING COMPOSITE SHIPS.

BE following letter addressed to a merchant of St John, N.B., refers to the construction of composite thips in the British North American Colonies. It will be observed that the ure of colonial woods, in the improved composite ressel, is admitted to a large extent, and the class assigned comparatively high. The matter is worthy the consideration of Neva Scotian hnilders --

LIVERPOOL, Aug. 8, 1933.

require any reverse angle iron attached to it—thereby there is a great saving in manufacturing. Those tree frames are connected to the wood floors in the strongest manner, and placed in the spaces between the floors and socured by means of iron plates. This plan will be found simple and of little expense, and may be easily bent it their form by the ordinary bit, smith or iron knee maker; and it the outlider should not have ongine power sufficient, I would recommend them to purchase the iron frame with the holes punched in it, which can be sufficiently numerous to secure proper fastenings for planking, any about three inches apart, which can be done in this form of iron without deteriorating its strength.

The vessels are fastened with tree nails through the wood floors, and above to within one-fifth of depth of hold yellow metal boits, and above this to deck ironfastened.

fastened.

Should you or any of your friends desire to build upon my pian I shall be glad to grant licenses and make you full practical specifications for building which will be approved of by Lloyds' committee. Leadon, which I need not tell you costs time and trouble for which in, chargo is, including license, 54, (say bre shillings) pe, ton register, which I hope you will consider reasonable, as there is a great saving in this mode of shipbuilding over any other.

I remain, dear sir, Yours respectfully, JOS. BETTELEY.

MONEY MARKET.

NHERE is still an abundance of money, amounting to a plethora, and it can now be borrowed on very favourable terms, provided only the securi les are unexceptionable. Loans on bank stock are readily obtainable at 6 per cent, at which rate offers have been made by some of the banks. Good to fair business paper istaken at from 7 to 9, and less designble at from 10 to 12.

Sterling Exchange has been dull and lower, 33'ea having been recently at 105), and still offering at same The latest quotations for Sterling in New-York is 100 to 1091, for best 60-day Bills Gold Drafts on New York have had a good business, principally at par. The expectation that cash gold would be scerce. and could be loaned in New York on profitable terms, has led to the placing by banks of considerable amounts with their agents there.

Gold in New York has fluctuated somewhat, though not to any very wide range, 143] being the lowest point touched, and 1443 the closing rate. Greenbacks and currency drafts on New York and Boston have been in fair supply, selling at 332 to 314 per cent disconnt.

Si ver has been steadily improving under the infigence of a generally improved demand for it usual at this season, when grain is being moved to market, and also owing to heavy speculative purchases in this market, the rates being now for buying 31, and selling 8 per cent discount.

The following are the latest quotations of Sterling Exchange, &c:-

Bank on London, @ days sight.......1981

THE DRY GOODS TRADE.

Raille, James, & Co.
Clark, Jas. P. & Co.
Clark, Jas. P. & Co.
Clark, James, E. James, & Co.
Donnelly, James,
Foulke & McLubble,
Greenshield, S., Son & Co.
Highes Rrothers.
Lawe, R. Fy & Co.
MacKentie, J., G. & Co.

Mer. Joseph. McLachlin From & Co. McLachlin From & Co. Melagnin Nos. & Co Kemarer & Co., Web. J. Moss. S. H., & J. Mois. W., & B Filmson, Warnock & Co. Rey. Jas., & Co. Robertson, Stephen, & Co. Stirling, McCall & Co.

BUSINESS during the cast week has been toterably brisk. A number of onyers have been in the city, some of them purchasing quite freely.

The principal demand still continues to be for starte Cottons and Fancy Goods.

Dark Prints, of which less than usual were imported in the spring, and wanch since then have been scarce, are much wanted, and selling steadily at full prices. The slock now here has been sold down pretty low, Dran Siz, I send by post a newspaper stating thord's Committee of Registration of Shipping in London laving had my patent improvement for building composite ships pased before them for building composite ships pased before them for building them in the British American Colonies, they have highly approved of it, and I have succeeded in obtaining the AL ten years class for ships built soluly of North murican Timber.

These overel's are constructed with double ribbed from frames, wood keels, floors, kelson, stem and stern post, beams and shellpleeds, and strongly placked longitudinally. The irrob frame is of the double ribbed from them any form of angle iron, and it does not stronger than any form of angle iron, and it does not stronger than any form of angle iron, and it does not