

STANDARD WEIGHTS, &c.—The following table has been carefully arranged, and we believe gives correctly the various weights &c., established in New York, by law or custom, of the following articles, viz:—

COAL:	Rye—Bushel, . . . . . 56 lbs.
Bituminous—Chald. . . . . 36 bush.	Barley—Bushel, . . . . . 48 lbs.
Hard—Ton, . . . . . 2000 lbs.	Oats—Bushel, . . . . . 32 lbs.
CORN MEAL:	Corn—Bushel, . . . . . 56 lbs.
All kinds { Barrel, . . . . . 196 lbs.	PROVISIONS:
Punchon, . . . . . 800 lbs.	Beef & Pork—Barrel, . . . . . 200 lbs.
FISH:	Tierce, . . . . . 301 lbs.
All kinds—Barrel, . . . . . 200 lbs.	RICE:
Salmon—Tierce, . . . . . 300 lbs.	Cleaned—Bushel, . . . . . 61 lbs.
FLOUR:	SALT:
All kinds—Barrel, . . . . . 196 lbs.	Liverpool—Sack, . . . . . 224 lbs.
FRUIT:	SEEDS:
Raisins—Keg, . . . . . 100 lbs.	Flax & Timy, —Tierce, . . . . . 7 bush.
Box, . . . . . 25 lbs.	Flax—Amer. Bushel, . . . . . 56 lbs.
GRAIN:	Foreign do. . . . . 52 lbs.
Wheat—Bushel, . . . . . 60 lbs.	

COMPARATIVE VIEW OF THE COMMERCE OF EUROPE.—The *Austrian Lloyd's*, in an article founded upon official documents, gives the following summary of the foreign commerce of Europe. The European mercantile marine, without including the coasting trade, comprehends 260,000 vessels, measuring in all 3,493,600 tons. The total value of the merchandise they carry is estimated at 11,935,765,000 francs. The proportions per cent. which each of the different states of Europe bears in this total value are as follows: England 51 13-46, France 13 3-5, Holland 5 7-9, Hamburg 4 4-5, Russia 3 8-9, Sardinia 3 1-6, Belgium 2 1-9, Prussia 2 1-9, Austria 1 4-5, the Two Sicilies 1 4, Sweden and Norway 1 1-5, Tuscany 1 1-9, Denmark 1 1-45, Bremen 1, Portugal 8-9, Spain 11-15, and all the other states 6 per cent. The result is, that the trade of France and Belgium, taken altogether, is equal in value to that of Germany and Holland united,—that is to say, that each represents 15 4-5 of the total. The four taken together represent about 3-5 of the trade of England.

ENGLISH NEWS.

Since our last, the mail of the steamer of the 19th ultimo has been received, but brings little of any interest. There seems to be a suspicion that the statements of distress in Ireland have been a little overrated, and that things are not quite so bad in that country as has been represented. Still there is without doubt quite enough of misery in that country to occupy the serious attention of English statesmen, and render Irish affairs, as heretofore, the most difficult of the measures which present themselves to an English Premier.—The *Great Britain* steamer has not yet been got off, although hopes are still held out that she will be. It is proposed to build a breakwater round her, to protect her during the coming winter.—The railway mania seems again to be acquiring strength, and the newspapers are filled with notices of application to Parliament for new and amended lines.—The marriage of Lord Elgin to Lady Lambton, daughter of the late Earl of Durham, has taken place, and His Lordship was expected to sail for his Government in the course of the present month.

PROVINCIAL AND LOCAL INTELLIGENCE.

There is very little of either. A change has taken place in the weather, and the navigation is now totally closed for the season. The papers are principally occupied with political speculations of no importance to the readers of the *Economist*.

By the English mail we received several copies of the *West India Mail*, a weekly newspaper published in London, at the *Spectator* office, and devoted to Colonial—principally West Indian, affairs. It is an immense improvement on the trumpery sheet known as Willmer & Smith's *European Times*, and leads us to regret that some such publication is not got up in the metropolis, devoted to Canadian affairs. It strikes us that Canada is as good a field for such a speculation as the West Indies.

SHEEP TRADE.—The *Pittsburgh Gazette*, says: a large operation is going on in an adjoining county in Ohio, in slaughtering Sheep, feeding hogs with the offal, rendering the carcass into tallow, curing the hams for market, and preparing the pelts in a mercantile manner. Last season about 20,000 sheep were thus "manufactured." This year 1,000 hogs are being fattened from the offal at one establishment.

BEEF PACKING.—At Cleveland, Beef packing has commenced in earnest. Mr. Leman is putting up superior Beef for the English market. He has killed 3000 head, and shipped 1500 tes. 30 to 40 head per day are

killed. Part of the Beef will be shipped via New-Orleans. The Ohio Cattle are represented as very fine this season.

LAW CASE.—The Superior Court of Cincinnati has had a case before it of great interest to the commercial community. It involves the Law of Brand. The substance was this:—

Josiah Lawrence brought suit against Miller, Brown & Hawkins, for damages occasioned by a reliance upon their brand. The Plaintiff (Lawrence) had bought a quantity of Mess Pork of the defendants (Miller, Brown & Co.) without any other examination than that of their brand. That corresponded with the purchase. It turned out to be either not Mess Pork, or of inferior quality—thin pieces, &c. The question was, whether the defendants could be held liable for the loss incurred by a reliance on their brand. The Court held they could, and the jury assessed damages accordingly.

RECENT REDUCTION ON FISCAL DUTIES AND THEIR EFFECTS.—Notwithstanding the great reductions which have taken place in the duties upon many important articles during the last two years, amounting to no less than £2,818,000, the actual loss to the state, even in the first year, very little exceeded £500,000. We have seen within a few years the duty on coffee reduced to one-third, and the net revenue more than doubled—we have seen the duty on cocoa reduced to rather less than one-sixth, and the net revenue fully sustained. We have seen within the last eighteen months, the duty upon sugar reduced from 24s. to 34s., and the consumption in the first year rise from 207,000 tons to 245,000 tons. We have seen the reduction of the timber duties increase the consumption from 739,696 loads in the first eight months of 1844, to 1,142,633 loads in the same period of the present year. In short, we have seen in almost every case where duties have been reduced, before long the net revenue increased.—*Morning Chronicle*.

RENT OF FARMS.—The Duke of Richmond has intimated to his Scottish tenants, that he is willing, since the repeal of the corn laws, to take their leases off their hands at Martinmas next, and to remunerate them for improvements. This is a fair and equitable offer, but at the same time it is a safe one. If his Grace's lands were to be re-let at present, an addition of some thousands per annum would be made to his rental. The lease of a considerable farm in the north being about to expire, the lands were again offered on a new lease, when fifteen competitors appeared, and the farm was let at an advance of no less than fifty-eight per cent on the former rent. This is a striking but by no means singular proof of the increasing value of farms in the north, induced by the certainty that there will be no further tampering with the corn laws, and by the increased skill and spirit introduced into agricultural operations.—*Inverness Courier*.

THE GREAT BRITAIN.—The plan proposed by Mr. Macintosh, for floating that leviathan ship, is, it is said, to be tried. It has been thus explained:—There is to be a ridge of stones in a half circle placed at a short distance from the stern of the vessel, and some hollow iron shells in a like circle charged with gunpowder, besides a few smaller charges being placed along the course to which the ship is expected to be driven. Upon the semi-circular train being fired by means of the usual galvanic application, the water at the stern of the ship will be lifted with such force as to loosen the sandy bed, and immediately set her afloat, the continuance of the wave being accomplished by the firing of the smaller charges, while the tug steamers are towing in advance. It is calculated that the water will be agitated to a given extent, not more than equal to the force already withstood by the *Great Britain* when at sea, and that a certain number of casks deposited in the engine room will give her sufficient buoyancy. The grand point must necessarily be to ensure such a precise arrangement of the explosive materials as to prevent any untoward injury to the ship, and at the same time to accomplish a simultaneous action of the tug steamers, should the auspicious event come off, and the noble ship be once more afloat.

ERRATA.—In the article "Société en Commandite," which appeared in our last number, in the 35th line of the 1st column, the word *industrial* was, by a misprint, changed into *individual*—an error which does not by any means help the sense. There are also several other slight errata in the same article, which the good sense of the reader will serve to rectify without much difficulty.

THE MARKETS.

MONTREAL. Friday Evening, 11th Dec.

We have nothing to report, in business, since our last. Some boats continue to arrive at Lachine, but no sales are made beyond what is required for consumption.