

## Railway News.

GREAT WESTERN RAILWAY.—Traffic for week ending July 30th 1869.

|                          |           |
|--------------------------|-----------|
| Passengers .....         | 28,301 24 |
| Freight .....            | 29,359 78 |
| Mails and Sundries ..... | 4,000 65  |

|                                |             |
|--------------------------------|-------------|
| Total Receipts for week .....  | \$61,661 67 |
| Corresponding week, 1868 ..... | 63,425 21   |

Increase .....

\$1,763 54

WHITBY AND PORT PERRY RAILWAY.—Mr. Dumble, of Cobourg, has taken the contract for the construction of the line to Port Perry (twenty miles). He accepts \$30,000 stock in the road. The town of Whitby took \$10,000 stock, and the township of Reach is expected to take another \$10,000. Next summer will witness the completion of the railway.

THE SOUTHERN RAILROAD.—Mr. Nairn, Warden of the County, and Mr. Sheriff Munro, says the *Home Journal*, have returned this morning from a visit to Buffalo and Toronto on business connected with the organization of the above road. They are not able to say definitely, but they find ample evidence of Mr. Thomson's activity in the matter, and things wearing a more favorable aspect. They are not without hope that negotiations will issue successfully within six weeks.

—Mr. W. S. Taylor, who has served as Secretary to the Provisional Board of Directors of the Toronto, Grey and Bruce Railway Company has been appointed Secretary of the Company by the new Board.

—There is great indignation amongst the forwarders at the high rates of toll on the New York canals. The railways are carrying grain at so much below what the tolls will permit the boats to carry, that the latter are compelled to abandon any competition for grain. A majority of the boats are laid up.

—It is announced from Buffalo and Cleveland that the consolidation of the Lake Shore roads from Buffalo to Chicago has been ratified, on the basis of the par value of all the stocks, by the general meeting of the Buffalo and Erie stockholders at Buffalo, and of the Lake Shore and Michigan Southern at Cleveland. The style of the consolidated company is to be the Lake Shore and Michigan Southern Railway.

—The latest railroad sensation is a plan by the management of the Erie Railway to illuminate the whole line of that road at night, by electric light at the ferries, in the tunnels, in all dangerous curves, and on every engine. Mr. E. C. Morse, who has charge of the matter, claims to have made several important improvements, among others, a plan for preserving the carbon points from wasting away and keeping them for months in good condition, a self-sustaining battery, and an invention by which the turning of the wheels of the engine shall collect electricity for use in illumination. Even with the diminution of light caused by the jarring of the locomotives, it is estimated that the head-lights will show the track to the engineer on a straight line for three miles.

—There are serious complaints of "short measure" among the petroleum trade of Pennsylvania. In a cargo of 8,000 brls., recently exported, there was a deficit of 58 brls., arising from the casks being constructed too small. One oil inspector gave it as the result of his experience, that the 48 gallon barrel contained an average of 46 galls., and the 51 gallon brl. 47½ and 48 gallons. At a recent meeting of the trade, there was a general feeling that petroleum should in future be bought by weight instead of by measure, it being understood that a gallon of refined petroleum, according to the best authority, should weigh 6 lbs. 10 oz. A committee was appointed to carry out the views of the meeting.

## Commercial.

## Petroleum Oil Wells.

(From our own Correspondent.)

PETROLIA, Aug. 16, 1869.

I have no sales of any moment to note this week, the chief business being the delivery of oil already sold, the combination having still some 40,000 or 50,000 barrels to ship on old sales. Some of the producers here seem to regret that so much has been contracted for, and would gladly get out of it if possible. There is now a certainty that the price of crude oil must advance considerably above its present market value. This new era in the business has been entirely owing to the demands for export, for our market here, both for refined and crude, must be guided by the markets of the United States, as we can supply an oil equal to their own to them, at their own harbors, free from duty. This is a very healthy state for the oil trade, and the present influx of strangers shows clearly that they are alive to these facts, particularly our American neighbors.

Mr. Walker's well, reported last week, has not yet struck oil. The Reliable is being sunk deeper, and Mr. Hill's has proved better than was anticipated. Several lots of land have changed hands during the last week, and I can report a steady and lively demand for all kinds of real oil property inside the charmed circle already developed.

The new still is still doing wonders. It had a slight accident last week, by some of the crude oil breaking out of one of the man-holes, catching fire, and thereby spoiling some 300 barrels of oil.

Mr. Harry Prince is at present fixing up the old Eclipse well, by putting in a 40-horse power engine; he also intends working the Moonlight and Gem. These three wells are situated a little south of the station, and require to be all run together before oil can be obtained out of either of them.

There has been a lively demand for refined this week, and some sales effected at about 21 cents per gallon. The production of crude this week was about 5,000 barrels. No new wells pumping.

## Toronto Market.

The business done in this market during the past week was not large in any department. Stocks of produce have fallen away to almost nothing, so that the grain dealers have very few transactions to report. In imported goods there is nothing of consequence doing, the fall season not having opened yet.

PRODUCE.—Wheat—Receipts for the week, 3,440 bush.; the market has ruled steady, with a good demand. Two lots of Spring sold at \$1.14, and a number of cars at \$1.10 to \$1.12 at outside points. Two cars of midge-proof sold at \$1.12 f.o.b., and some Fall sold at the same price. Oats—No receipts; stock on the 14th inst., 7,200 bush. The market continues steady, with an active demand at 53c. to 54c. Peas—No receipts or stocks; the market is nominal at 75c. to 85c. Barley—No receipts; stocks exhausted; 64c. to 65c. is offered for good samples of the new crop. Sales of Canadian to arrive, new crop, are reported in the Albany market at \$1.65 U.S. currency. Nothing doing in other grains.

FLOUR.—Receipts 761 brls. The market opened firm, and closed dull at \$5 for No. 1 Superfine; sales of this grade were reported as follows: 300 brls. at \$5.05 f.o.b.; 100 brls. at \$4.95 f.o.b.; 100 brls. at \$5 at Malton, and 200 brls. at \$4.90 at Rockwood. The higher grades are not offered to any extent, and if they were put on the market, would not bring more than the highest price for No. 1 Superfine. Meal—There is a good demand for Oatmeal, but none in market; \$6.25 is offered for car lots of choice for retailing. Cornmeal sells in small lots for \$4 to \$5.25.

PROVISIONS.—Butter—There is a fair demand, and prices keep rather firm, ranging from 13½c. to 15½c. Cheese is also in good demand and firm; 10½c. to 11c. is being paid for lots at the factories, a price quite remunerative to makers. Eggs are

in large supply, and the demand is slack; prices are easier at 11½c. to 12c. Bacon—The supply is short, and prices are higher at 13c. to 14c. for small lots. Pork—Mess is nominal at our quotations. Live Hogs are worth 7c. to 7½c. at the packers'. Cattle—Good Beeves range from \$5.50 to \$6.50, and common from \$4.50 to \$5.50.

HIDES.—Prices are firm at 6c. to 7c. for green, and 7c. to 7½c. for cured and inspected. Calfskins are worth 10c. green, and 12c. cured. Pelts from 20c. to 60c. each.

WOOL.—The market is quiet and dull at 30c. to 31c. for good fleece, with only a trifling business doing in small lots.

FRUIT, &c.—Apples of the new crop sell at \$2.50 to \$3 per brl. Potatoes range from 30c. to 40c. per bush.

FREIGHTS.—There is almost no grain moving; the rate to Oswego is 3c. U.S. cy., and to Kingston 2c. gold by vessels. The steamers charge 6c. for grain and 20c. for flour to Montreal. Lumber to Oswego \$1.50 per M., U. S. currency. Flour to Halifax, by steamer, 65c.

The following are the Grand Trunk Railway Company's summer rates from Toronto to the undermentioned stations, which came into force on the 19th ult.:—Flour to all Stations from Belleville to Lynn, inclusive 25c; grain, per 100 lbs., 13c; flour to Prescott, 30c; grain 15c; flour to all stations between Island Pond and Portland, inclusive, 75c; grain, 38c; flour to Boston, 80c, gold; grain 40c; flour to Halifax, 90c; flour to St. John, 85c.

The Grand Trunk rates to Liverpool are:—Flour 4s. 8d. per bbl.; wheat 8s. 6d. per quarter; and boxed meats 55s. per ton.

## Average Prices of Grain.

The following were the average prices of English wheat, barley and oats in England and Wales for last week, compared with the four previous years:

|                 | 1869. | 1868. | 1867. | 1866. | 1865. |
|-----------------|-------|-------|-------|-------|-------|
| Wheat... 50 11  | 62 9  | 65 8  | 52 0  | 42 10 |       |
| Barley.. 30 3   | 35 8  | 35 8  | 33 10 | 28 6  |       |
| Oats ..... 27 3 | 31 4  | 28 3  | 27 1  | 24 0  |       |

## Movement of Breadstuffs.

The following were the receipts of breadstuffs at the ports of Chicago, Milwaukee, Toledo, Detroit, and Cleveland, from opening of navigation to August 7th:

|               |            |            |            |            |
|---------------|------------|------------|------------|------------|
| Flour, bbls.. | 2,892,729  | 1,769,622  | 1,463,737  | 1,872,851  |
| Wheat, bus..  | 19,403,668 | 8,836,803  | 6,009,861  | 10,816,447 |
| Corn, bus..   | 17,400,133 | 20,691,545 | 18,908,922 | 23,969,487 |
| Oats, bus..   | 6,276,614  | 5,791,874  | 3,760,866  | 7,890,431  |
| Barley, bus.. | 412,230    | 416,025    | 546,492    | 880,763    |
| Rye, bus..    | 570,898    | 229,375    | 607,892    | 1,112,663  |
| Total grain.. | 44,063,538 | 35,965,622 | 29,834,123 | 44,168,791 |

## Demerara Sugar Market.

The following from Sandbach, Parker & Co's. circular, dated, Georgetown, Demerara, 8th July, 1869.

The canes now being cut are those that have suffered most from drought, and not only is the yield per acre miserable, but the large number of gallons taken to the hhd. render the manufacture so difficult that hardly a single really good sample has been shown the past month; ordinary grades, say 17, D.S., command from \$7 to \$7.15; a good sample, No. 18, would bring \$7.30. Our shipments to the United States for the first six months of the present year comprise a larger proportion of the crop than last season, although the total number of hhds. is about the same. In 1868 we shipped from this port to United Kingdom 28,039 hhds., to United States 13,529 hhds.; in 1869 to United Kingdom, 20,127 hhds., to United States 13,871 hhds.

MOLASSES.—With two or three exceptions the offerings have all been very inferior, commanding only 23 to 26c.; two very fine parcels of V. P. sold at 34c., at which rate more would be taken if procurable.

RUM.—There is none offering, prices nominal. Transactions have taken place during the fortnight at the following rates:—