

THE HARDWARE TRADE.

Brush, George.
Buchanan, J., & Co.
Charlebois, A., & Co.
Cuthbert & Caverhill.
Currie, W. & F. P., & Co.
Evans, J. H.
Evans & Evans.
Fraser, F.
Gilbert E. E.

Hall, Kay & Co.
Ireland, W. H.
Kershaw & Edwards.
Morland, Watson & Co.
Muholland, & Baker.
Robertson, Jas.
Round, John & Sons.
Stimms, F. H.
Winn & Holland

BUSINESS during the past week has been moderately brisk, but has not been quite so active as last week, or as is usual at this season of the year. Prices for heavy goods are still a good deal unsettled, and quotations for the most part nominal.

PIG IRON.—Of Gartsheerrie, there is none offering. For other brands there is less demand, though small lots of No. 1 Summerlee have been sold at previous quotations. The Western States are now pretty well supplied, and the demand from Upper Canada will hardly be sufficient to maintain recent high prices, especially as it is now understood that larger quantities are afloat for this market than was anticipated.

BAR IRON.—Large holders of Scotch refuse to sell unless at extreme prices, and the stock being too small for the demand, quotations will probably range high during the rest of the season.

CANADA PLATES.—Are unchanged, but firm at quotations, there being very few here.

TIN PLATES.—Are becoming scarce, and command full rates. Lower prices can hardly be looked for at present.

THE DRY GOODS TRADE.

Baillie, James, & Co.
Bankhage, Beak & Co.
Benjamin, Wm., & Co.
Black, Lewis S. & Co.
Claxton, T. James, & Co.
Dunnell, John, & Co.
Foulds & Hodgson.
Gault, Brox & Co.
Gilmour, J. Y., & Co.
Greenhields, S., Son & Co.
Hingston, James, & Co.
Lewis, Kay & Co.
Macfarlane, Andrew, & Co.
May, Joseph.

May, Thomas, & Co.
McIntyre, Denoon & Co.
Meyer, J. & Co.
Moss, S. H., & J.
Muir, W., & R.
Munderloh & Stoencken.
Ogilvy & Co.
Prevost, Amable, & Co.
Ringland, Ewart & Co.
Robertson, A., & Co.
Roy, Jas., & Co.
Stephen, William, & Co.
Stirling, McCall & Co.
Wicks, George & Co.
Woodhouse, Henry, & Co.

WHILE as yet the business of this month has not come up to expectation, transactions during the past week foot up better than the week previous. Orders do not come in very freely from the country; and while travellers speak hopefully of the prospects of a good trade later in the season, they find themselves unable to make sales to any great extent. They report the farmers as very busy and unable to give their attention to making purchases. Storekeepers in turn, not finding their goods going off as rapidly as they looked for, are unwilling to give orders. The injury to the crops, on an average, through the country is represented as not being as severe as was at first feared, though it is undoubted that in some localities, and in the case of particular grains, the loss has been very serious.

COTTONS.—Grey cottons and some kinds of prints are rather scarce. All other descriptions are in ample supply, but as prices have hardened in the English markets, importers are not anxious to sell, except at full figures, knowing it would be impossible to replace them, except at an advance. Fair to middling American cotton has again slightly improved, and at latest dates was 15½d. The tone of the Manchester market for manufactured goods is also better.

WOOLLENS.—The demand for these is very light, stuff goods being almost unsaleable at the moment.

THE LEATHER TRADE.

Brown & Childs.
Dougall J. & Co.
Hua & Richardson.

Seymour, C. E.
Seymour, M. H.
Shaw F. & Bro.

BUSINESS has been only to a moderate extent during the past week. Receipts, however, have not been in excess, and stocks have not therefore increased unduly.

SPANISH SOLE.—The demand from the Lower Ports having fallen off, the transactions are chiefly for the local trade, prices, however, still continuing firm.

SLAUGHTER SOLE.—Has been in better request, particularly limed stock, of which there is very little in market.

HARNESS.—The stock even of inferior is not large, and strictly prime, for which outside figures would be given, cannot be had in any quantity.

WAXED UPPER.—Is in moderate request, and though small lots are sold at quotations large lots could only be disposed of by a concession in prices.

GRAINED UPPER.—Has little or no demand.

BUFF AND PEBBLED.—The demand continues active, and receipts are below the requirements of the trade.

PATENT AND ENAMELLED.—The sales are chiefly of small parcels at fair prices, while the supply has improved.

CALFSKINS.—Are almost without inquiry, and prices giving way.

SPLITS.—The receipts of late have been large, but no difficulty has been experienced in placing them at quotations, the demand continuing good.

SHEEPSKINS.—Without alteration, the stock still remaining very low.

HIDES.—The demand entirely exceeds the supply, and consequently prices are firm, with no present prospect of any decline.

MONTREAL PRODUCE MARKET

Akin & Kirkpatrick.
Cameron & Ross.
Converse, Colson & Lamb.
Crawford, James.
Dougall, John, & Co.
Fuller, Thos., & Co.
Hobson, Thomas, & Co.
Jardine & Ferguson

Kirkwood, Livingstone & Co.
Laidlaw, Middleton & Co.
Laird, M.
Leeming, Thomas & Co.
Mitchell, Robt.
Morris, D., & Co.
Raphael, Thomas W.
Sinclair, Jack & Co.

Stewart, W. W.

WE have to note an increased volume of business in the leading departments. Flour, which, at the opening, was much depressed, has, since the recent decline, become active, and large parcels have changed hands mostly on Quebec and Lower Port account. Wheat has varied little, ruling rate throughout being \$1.40 for U. C. Spring. Receipts are moderate, and prompt sale has been secured for the offerings. Peas have continued active, and full rates have been secured for parcels on the spot. There is less disposition to contract for delivery as the season advances. Oats engage little attention, and are mostly nominal. Barley meets a fair demand, and good malting sorts are wanted for Britain. Provisions have varied little. Pork is very firm, with small transactions. Butter—Good is wanted, and for such full prices rule, but inferior is increasingly neglected. Ashes are quiet at quotations.

FLOUR.—With increasing receipts, and a persistent holding off on the part of buyers, the market continued to recede in the fore part of the week, culminating in a state of panic on Monday, when considerable sales of Superfine, including a large proportion of choice brands, were sold at \$6.50. At this juncture, several who held orders for the Lower Ports entered the market, and a brisk competition has since then been maintained, and large quantities have changed hands at gradually improving prices. Rates on Tuesday ranged from \$6.30 to \$6.60, on Wednesday from \$6.65 to \$6.80, and at the close had reached \$6.90 to \$7.10. Little business can be noted in the higher or lower grades. Extras and Fancies are in small supply, and but little enquired for; quotations represent transactions mostly in broken parcels. No. 2 of good quality commands about \$6.25 to \$6.30. Re-ground samples are a slow and irregular sale. *Bag Flour* has been slow and relatively low throughout, and although participating in a measure in the recent improvement, there is little inquiry, and the advanced ideas of holders have been but very partially acceded to. We quote \$3.70 to \$3.90 as closing rates.

OATMEAL.—Arrivals have been trifling, and prices have consequently improved, closing at \$5 to \$5.20 for fair to choice samples.

WHEAT.—Transactions have mostly been restricted to car-loads of U. C. Spring; arrivals, though increasing, have been comparatively small, and prompt sale has been secured for most of what has been offered the ruling rate being \$1.40, closing at \$1.40 to \$1.42½ for medium to choice dry samples. Some few unimportant contracts for delivery afloat have been made at \$1.40. Rates for Milwaukee and Chicago Wheat are mostly nominal, in the absence of transactions.

PEAS.—Have been brought out sparingly, and few cargoes have arrived thus far. There is a brisk demand for parcels on the spot, and 90c to 92½c per 60 lbs. have been ruling rates. There are more sellers for delivery, but less disposition to buy, on account of the advanced stage of the season, and the fear of a decline in Britain when early shipments arrive.

BARLEY.—Has latterly engaged more attention, and the finer malting samples have been taken for export to Britain. We give 63c to 68c as the range covering the several shades of quality.

OATS.—The samples offered thus far are mostly too poor for export, and few sales can be noted.

PORK.—The stocks are being gradually reduced, and prices, though no higher, are firm; transactions, on the other hand, are restricted to immediate consumption wants, there being little confidence felt in the continuance of such exceptional rates.

LARD AND CUTMEATS.—The stock is all in second hands, and prices represent retail transactions.

BUTTER.—Receipts continue liberal, and the bulk, as hitherto, is of very inferior quality, which now begins to accumulate more largely on account of the discouraging advices from Britain in relation to poor and secondary sorts, deterring shippers from operating further in such. Good is a free sale in Britain, and of consequence meets a good demand here at previous rates—say 16c. to 17c.—while poor is neglected, though offered at 14c. to 15c. Some of the recent arrivals comprise parcels bought in the early part of the season, and being originally poor, and in some cases heated, are now no better than grease, and promise to be a most dragging and unsatisfactory sale.

ASHES.—The recent advance in Britain noted in Pots has had little effect here, and there are few buyers even at present rates, which are \$6.80 to \$6.90 for first sorts, and \$6 to \$6.10 for inferiors. *Pearls* are steady at \$7.10 to \$7.15 for second's, and \$7.35 to \$7.40 for first's.

GOVERNOR RAWSON ON THE BLOCKADE RUNNING TRADE OF NASSAU.

THE Governor of the Bahamas, in his annual report for 1865, gives some interesting particulars of the trade of which the port of Nassau became the chief emporium during the late civil war in the United States. The value of the imports into the Bahamas rose from £224,029 in 1860, to £5,346,112 in 1864, and that of the exports from £157,350 to £4,672,398. More than three-fifths of the imports and three-fourths of the exports of 1864 consisted of raw cotton, imported, with few exceptions, from Charleston and Wilmington. The blockade of the Southern ports was first proclaimed in April, 1861. Only four vessels, two of which were steamers, appear to have run the blockade from Charleston to Nassau during that year. The first vessel that arrived was the *Prince of Wales*, a Confederate schooner of only 74 tons, manned by five men, which arrived from Charleston with 174 bales of cotton early in December. The first vessel which left Nassau to run the blockade, clearing for St. John's, was the Confederate steamer *Theodora*, which sailed in the middle of that month with a cargo, having arrived with 75 bales of cotton six days before. The last vessel which arrived was the steamer *Imogene*, which brought a cargo of cotton from Galveston, in May, 1865. The last which cleared to run the blockade direct from Nassau was the steamer *Little Hattie*, which left in February, 1865. Fort Fisher fell in January, and Charleston was evacuated in February, the news of both events reaching Nassau about a week after they happened. After February a few steamers left for Havana, with the view of trying for an opening on the coast of Texas; but only two returned to Nassau with cargoes. The first British vessels that engaged in the trade were schooners, which came out from Charleston, in March, 1862. The steamer *Gladiator* left Nassau in December, 1861, and ran into Charleston, but did not return to Nassau. During the years 1862-3 a considerable trade was carried on in sailing vessels, chiefly schooners and sloops; and even two open boats, one of two tons, ran the blockade from the coast of Florida in 1862. But after May, 1863, the trade was carried on almost exclusively by steamers, and became confined to the ports of Charleston and Wilmington. The trade was not without its risks. Forty-two steamers are known to have been captured, and 22 to have been wrecked, chiefly off the ports of Charleston and Wilmington. Others never returned to Nassau; and in all the departures exceeded the arrivals by 191. The majority of the vessels seem to have made only one or two voyages each; only three made so many as ten, and only one of them exceeded that number. This fortunate vessel was the *Syren*, which made eighteen voyages, and left for Charleston on the nineteenth in February, 1865, ignorant of the capture of that place, and fell into the hands of the Federals. The steamers at first employed were such as happened to be in the Southern ports, or were purchased at random in England, and sent out for the trade. Afterwards a class of vessels specially adapted for it, and of a size suited to the port of Charleston, were built for it. The first of this class, the *Banshee*, 216 tons, was launched at Liverpool, in November, 1862. She was the first steel vessel which crossed the Atlantic. Her plates were only one-eighth of an inch thick. She made her first three voyages to and from Wilmington, with full cargoes each way, in the short space of six weeks, and was captured on her fourth voyage. At a later period a larger class of vessels was built and sent out, some 260 feet by 32 feet, and drawing only 7 feet when loaded. The *Coquette* and the *Vulture* are types of this class. Their tonnage respectively was 390 and 335 tons. Some of this class made the voyage between Wilmington and Nassau (about 600 miles) in 44 hours. Shortly before the close of the war another class, of still greater capacity and speed, one with twin screws, were sent out, but only one or two of these found employment. The cost of running these vessels, and the salaries paid to their officers and pilots, were very high. In 1863, the expenses of a vessel which could carry 800 bales (including wages, provisions, coal, labour, repairs, and agents' commissions) was about £3,000 the round trip. In the following year the expenses rose to £5,000, on account chiefly of higher wages and higher bounties, consequent upon increased risk to the officers and crew. The salary of the captain rose from £600 to £1,000 for the trip, with the privilege of carrying ten bales of cotton on his own account; the purser and the first officer received each £300, with the privilege of carrying two bales each; and the pilot £1,000, with the privilege of carrying five bales. A first-class steamer would run from Charleston or Wilmington to Nassau in about 48 hours. She could be discharged in 24 hours, the labourers working day and night, but three days for unloading and reloading was considered good dispatch. The excitement, extravagance, and waste which prevailed under such circumstances may be easily imagined.