

banquet at the Guildhall... night nearly 900 guests were present, among them Her Majesty's Ministers, the German Ambassador, the United States charge d'affaires, Lord Chalmersford and the Lord Justices. The Ministers and Lord Chalmersford were greeted with cheers.

The German Ambassador, in replying to a toast, declared that none were more desirous than Germany and the German Emperor to see the peace of the world maintained.

Lord Beaconsfield on rising to reply to the toast of the evening, the health of Her Majesty's Ministers, was received with three times three cheers. He said the aspect of affairs was much more satisfactory than when he last spoke on a similar occasion. Business was now being done which three months ago would have been deemed impossible. The only question now was whether the revival was temporary or permanent. The opinion of Her Majesty's Government was that the revival was of a permanent and lasting character. He thought that the official returns demonstrated that fact, because they showed the revival was not local, but universal. For instance, the great iron industry had doubtless in a great measure revived owing to the demands from the United States, but the returns proved that purchases of iron were not limited to the United States or various European countries, but were occasioned by miscellaneous demands of our native industries. Every article of tropical produce had risen in value. The chemical trade, which was a great index of prosperity, has been unable to execute its orders. The rise in value of silver would, in all probability, relieve Indian statesmen of one of their greatest perplexities. During a period of unprecedented depression there had not been a single meeting to express discontent with the national institutions. He wished our brilliant brethren in Ireland would be a little more emulous of this example. He was at a loss to comprehend how the Irish people had brought themselves to believe that the best remedy for economical distress was political agitation and social confusion. (Loud laughter and cheers.) Doubtless there were portions of Ireland where there would be considerable suffering if a remedy was not offered. The Irish people should remember that they never appealed to English sympathy in vain. It would be the duty of Her Majesty's Ministers to watch the condition of Ireland with the anxiety required by the situation. The Irish people should condescend to remember that their harvest, though bad, and though they were much more dependent upon it than are the English people on their's, still it was much better than the harvest of England. Addressing the Lord Mayor, Lord Beaconsfield said: When I addressed your predecessor I informed him the Government was contemplating large military operations in Central Asia, the object being to strengthen and render secure the northwestern boundary of the Indian Empire. These operations have been signally successful, and British influence is fully established in Central Asia. (Loud cheers.) Here Lord Beaconsfield warmly eulogized Lord Lytton and the avenging army in Afghanistan. Referring to South Africa, he said the recent war there taught the colonists something of the art of self-defence, on which they must in future chiefly rely. We are about to effect some changes there which will contribute to the increased happiness of the population amongst which the colonists dwell. If I view the external relations generally, I would say that notwithstanding Europe may be covered with millions of armed men, we have not merely hope but belief that peace will be maintained. In assuming that peace will be maintained, I assume that no great Power would shrink from its responsibilities. If the most extensive and wealthiest empire in the world, with a perverse interpretation of its insular character, turns an indifferent ear to the feeling and fortunes of continental Europe, I believe the country is endangered. It is to such indifference I attribute many fatal wars, but if the power and advice of England are felt and heard in the councils of Europe, I have a conviction that peace will be maintained for a long period. (Loud cheers.) If England deserts her natural post in the councils of Europe war is too probable. A celebrated Roman, being asked what his policy, replied *imperium et libertas*. That is a short programme, but it would not disgrace a British Minister. It is one on which the existing Ministry will always act. In proposing Your Lordship's health, I shall this time next year in all probability have pleasure to congratulate you on your skillful administration. (Loud and prolonged cheering.) Sir Stafford Northcote also addressed the company and in the course of his speech declared that the financial position of the country need create no alarm.

JUSTIFIABLE HOMICIDE.

EAST BAGINAW, Michigan.—A terrible tragedy was enacted in the Township of Mount Haley on Sunday morning. Louis Melza, a farmer, has been considered a little off for some time, and on Sunday morning he became violently insane. His wife called Moses B. Marsh, a neighbor, to her assistance, when a desperate encounter ensued. Melza stabbed the woman eight times with a knife, inflicting what may prove fatal wounds. Marsh defended himself with a hoe or sometimes, but finding that nothing but his life would appass the madman, he seized an axe and crushed Melza's skull, killing him instantly. An inquest was held yesterday afternoon and resulted in a verdict of justifiable homicide.

HORRIBLE DEED.

CHARLESTON, S. Carolina.—Particulars of a murder of five children in Lancaster Co., N. C., show that Mrs. James Adams deliberately anned her own death and the murder of her children while insane, from what is said to have been the well founded jealousy of her husband. After cutting the throats of her children and firing her own clothing, she appeared at a neighbor's house and begged to be killed with an axe. The children all lay dead upon the bed in perfectly natural positions.

A London physician lately advertised in *Times* for a lady housekeeper, offering large terms, and received 1,100 applications. The reputation that a man gets from his masters often wants as much altering to him as their old clothes would.

The only housework some girls do is to sit around after a beau.

The following from Kansas City: "A frightful catastrophe has just occurred here. At 1.30 this afternoon fire was discovered in J. F. Corles' cracker factory, corner of Second and Main streets, and before the fire department arrived the whole building was in flames. A few moments subsequently a boiler blew up and the roof fell in. There were from thirty to fifty girls employed in the upper storeys. Many escaped, but a number are buried in the ruins. Three of the unfortunates appeared at one of the windows just before the roof fell, with their clothing in flames and hair scorched, shrieking piteously for help. They suddenly disappeared as the roof fell. Intense excitement prevailed. The flames are still raging fiercely, and it now looks as if the whole block would go. The buildings in the locality are used as box factories and are mostly wooden structures. The corner building, formerly occupied by the banking house of Watkins & Co., has already succumbed to the fire.

LATER PARTICULARS.

KANSAS CITY, Missouri, Nov.—A terrible disaster occurred at the corner of Second and Main streets yesterday. The extensive cracker and candy manufactory of Carl & Sons, occupying four brick three storey buildings, tumbled down and was completely burned. 107 persons, mostly boys and girls from twelve to twenty years of age, were at work in the factory. All escaped except seven. The cause of the accident is not determined, but is supposed to be a repetition of the mysterious Barclay street explosion in New York last year, namely, a starch explosion. As soon as the walls fell, the buildings took fire. The firemen were on hand in five minutes, and by their efficient service the flames were kept from extending to the buildings adjoining. As soon as the news spread, the parents and friends of those employed flocked to the scene with anguish on their countenances. As soon as the firemen subdued the flames they commenced digging for the dead, and at midnight had got out three—Emma Kemper, Anna Becker and Charles Schultz. Those still missing and supposed to be in the ruins are Louis Hummel, Andy McConnell, George Kemper and John Kemper. The buildings and contents, valued at \$70,000, are a total loss. Another account says that in the second storey about thirty girls were cut off from the stairs by timbers blocking the doorway. They ran to the windows, and before any one could stop them several had jumped, receiving terrible wounds. At last the door to the stairway was battered down and the girls released. In less than five minutes the whole was a mass of hissing flames. Within could be heard the calls and prayers of the imprisoned girls and boys. The flames were so fierce that nothing could be done for nearly half an hour. Only one person, a girl, was released alive. It is supposed the great amount of stock caused the walls to crumble. The building was considered perfectly safe.

More Advice to a Young Man.

(Burlington Hawkeye.) No, my son, the world does not owe you a living. The world does not need you yet—you need the world. If you can convince the world that you are necessary to its well-being, its happiness, its pleasure, its moral existence, then the world will begin to claim you, and make room for you in the body pews with the softest cushions and the easiest footstools. But don't fall into the common error of supposing that the world owes you a living. It doesn't owe you anything of the kind. The world isn't responsible for your being. It didn't send for you, it never asked you to come here and in no sense is it obliged to support you now that you are here. Your living is here—a good, comfortable living. Plenty to eat, plenty to wear, an abundance of good, healthful, hard work, ripples of laughter and sprinkles of tears, hours of happiness and moments of heartache, days of labor and nights of rest, duties to be performed and rewards to be won; it is all here, son—disappointments, struggles, success and honors, but the world doesn't owe you one of them; not one. You can't collect your living as you would a debt, by simply presenting your bill, or giving your lawyer the account to sue. You have to work for it, son, and work like a Trojan, too. When you hear a man say the world owes him a living, and he is going to have it, make up your mind that he is just making himself a good excuse for stealing a living. The world doesn't owe any man anything, son. It will give you anything you earn, and you just look out over the world and know that all the plunder you can gather in by honest work is yours, and no more. If you can't get any, why none of it is yours, and if you can reach out and carry away ten times as much as your neighbor, why that is all yours, and he has no right to wait and whine over his bad luck and want you to divide. And, my son, in all human probability, you will not want to divide. I hope you may, but it is very likely that you won't.

DREADFUL DAYS DAWNING.

In the course of a recent sermon in St. James' Street Methodist Church, Montreal, Rev. H. Johnston, formerly of Wesley Church, in Hamilton, remarked:—"Some wise students of the signs of the heavens are forecasting terrible calamities next year and the years following. It is a time of planetary perihelions and conjunctions. The conjunctive planets will be Mars, Jupiter, Saturn, Uranus, Neptune, Jupiter being in perihelion in autumn of 1890. They tell us that the only times when our planetary system approximated to this singular condition were periods of terrible visitations. In the year A. D. 542 we had the perihelions of three of the planets, and, according to Gibbon, over 100,000,000 of the human race died of special visitations at that era. In 1655 there was another such conjunction, marked by the great plague in London, and which also harvested millions in Europe, Asia and Africa, and the fearful enquiry is, 'If three planets in perihelion proved so destructive to mankind, what will five do?'"

PERTINENT QUERIES.—What does the billet d'oez? What check did counter sign? Who ever saw a hood wink? Who ever saw a pig iron? What does egg plant? Why did the thunder bolt? Who ever heard a does clock work? What did plough share? Who ever saw a wheel wright? For whom did penny weight? Who did tin foil? What did brandy smash? What did grass plot? What was it grapes shot? What did the pick pocket? Who did the geese berry? Is it a joke that Jim cracks?

NEW YORK, Nov.—Captain Lookwood of the lost steamer Champion, which collided with the Lady Octavia, arrived in this city this afternoon with the rescued seamen, and reported at the agent's office the names of the rescued, as follows:—Captain, R. W. Lookwood; second officer, O. Miller; seamen, Charles Ehler, Frederick McMann, Frank Jackson, Frederick Richards; deck boy, Richard Owings; chief engineer, Wesley Reeve; first assistant engineer, C. E. Bunce; firemen, Edward Jones, Wm. Farrell, Patrick Flynn, Luke Kelly; coal-passer, Alex. Ross; chief cook, Isaac Hammond; porter, John Foster; stewardess, Catharine Gross; waiters, George Holland and Moses Pinckney. Four of the passengers and two of the crew, Captain Lookwood said, were picked up by an unknown barge, supposed to be Norwegian, which lowered her boats and rescued them, said to be bound north. Captain Lookwood gave the following account of the disaster: "We had a remarkably quiet voyage up to the time of the accident. When we left New York the weather was foggy, but this cleared away before we were ten hours out. On the morning of the collision I left my room about five minutes past three, and returned to the pilot house for a few seconds. I had hardly got back to my room again when I heard some one sing out 'Sail ahead and hard by!' I jumped into the pilot-house and rang the bell to stop the steamer, then to back at full speed. I saw the ship coming down upon us and that a collision was inevitable. The ship had full sail on, and was headed right at us. We were going under steam, and had just set the foretop-sail. She struck us right on the bows of the cat-head, on the starboard side, and crashed right into us, staving in our whole bows. I was afraid my vessel would sink in almost an instant and at once ordered the first mate to go forward and see what water the Champion was making, but before he had time to return I found my ship fast sinking. I then ordered the second mate to get the boats in readiness, that is to cut them loose from the ship, as it was fast going down. I also ordered him to have the life-raft out adrift so that it might be rendered useful in case the steamer went down under foot. I was afraid she would give us no warning. My next work was to warn the lady passengers of their great danger. I rushed into the cabin and cried aloud, 'Ladies, the ship is going down, you have not a moment to spare. Never mind your clothing; come out at once.' I believe there were but three ladies there, but I am not sure. The only response I received was loud screaming. They could come out easily, but I suppose they became panic-stricken. My duties called me away, and I was still in hopes the women had obeyed the summons, but I learned afterwards they had not. I believe they were all lost. But one female was saved, the stewardess. When the ship went down I was standing by the main rigging, and near me stood a number of the crew. I said, 'Boys, save yourselves, don't mind me.' Each took a life preserver and expressed a determination to stand by me. After a few seconds I said, 'Throw the life raft overboard; I'll come afterwards; jump for your lives.' This was speedily done and they left me. I was the last to leave the vessel, and went down with her. I soon came to the surface again. This may seem strange, but it is nevertheless the fact. I kept near the surface of the water, and so I suppose did not experience the suction of the vessel while she was going down. When I came to the surface I found myself close to the life-raft, on which I was pulled. I have been commander of the Champion for the past thirteen years. Leonard, the first officer, was in charge when the collision took place. He ran forward the moment the crash occurred, and that was the last I saw of him. He was a tried and experienced seaman, and had sailed with me over fourteen years. He was about 48 years of age, a resident of Brooklyn, and leaves a wife and two children."

WRECK OF THE SCHOONER PETREL.

NEW YORK, Nov.—The following additional particulars of the wreck of the schooner Petrel, which left New Bedford, Mass., on Saturday, October 25, with a miscellaneous cargo for Bravo, Cape de Verde Islands, have been obtained: She had twenty-one persons on board, nineteen of whom were passengers working their way to the Islands. The weather was all that could be desired until Tuesday, when a stiff breeze sprang up and soon increased to a gale. The schooner labored heavily in a choppy sea and shipped large quantities of water. All the sails were taken in, and she scudded before the gale under bare poles. At half-past ten at night the wind veered to the northwest, blowing a hurricane. A terrific sea was running, and it required every effort of the crew to keep the vessel from falling into the trough of the sea and being waterlogged. The waves washed the decks, and every one was in danger of going overboard. The man at the wheel was washed from his post and narrowly escaped drowning. By four o'clock on Thursday morning the decks had been swept clean, and part of the mainmast had been carried away. The storm increased every minute, and at five o'clock a terrific gust of wind struck the Petrel broadside. The remainder of the mainmast fell over the side, and a few minutes later the other mast was snapped off. As it fell it struck the first mate, who was at the wheel, knocking him senseless and cutting off all the fingers of his right hand. The vessel then fell into the trough of the sea and capsized almost immediately. Some of the men clung to the rigging and hull and others were drawn under and lost. Manuel Pena, with his little boy in his arms, unfastened a yawl boat and got into it, but the crazy man Jule sprang towards the boat, struck it on the side and capsized it. All three perished. The vessel finally righted

by the barque Rebus. The first mate, Burgess, lost his mind. A number of sails were sighted but none of them came within hailing distance. The following are the names of those who perished: John Fisher, captain; Burgess, first mate; John Ford, second mate; Jeraldo Martin, Siveno Gormis, Silver Bernard, Manuel Roderio, Manuel Pena, John Pena, John Phoenix, John Sasser, Nasset Steward, Perdaneo, a crazy man called Jule and another person called Andrew. The following is the list of those saved and now in this city: Benj. Marlin, Jos. Gormis, Benj. Gormis, John de Gross, Joseph Baptist and Jocko John.

NARROW ESCAPE OF THE ARIZONA FROM DESTRUCTION.

HALIFAX, N. S., Nov. 9.—Despatches received in this city to-night show that the steamship Arizona, of the Williams-Gulion line, had a narrow escape from destruction on Friday night while crossing the Great Banks. The steamer is the newest on the line, and her time in running is claimed to be the best on record—about seven days. She was regarded as one of the best appointed vessels in the world, and on Tuesday sailed from New York for Liverpool, having on board 109 cabin passengers, among them many prominent people in the States. Everything went well until about nine o'clock on Friday evening. The night was dark but not foggy, the steamer in charge of the second officer, and keeping a proper course under full speed, when suddenly and without warning there was a terrible crash. Every timber in the vessel seemed to quiver, while almost at the same instant the deck became strewn with masses of broken ice. It quickly dawned upon the minds of Captain Jones and his crew by the presence of a huge white floating object ahead that the vessel had run into an iceberg. An examination of the vessel proved such to be the case. Boats were found broken into a thousand splinters, while the forward compartment had been crushed in. In this compartment were two sailors, who were almost buried alive in their berths, but who were rescued somewhat injured by their comrades. The greatest consternation existed for a time among the passengers, who, startled by the tremendous shocks sustained by the vessel, rushed on deck. Through the coolness of Capt. Jones and the crew, aided by Mr. S. B. Gulion, one of the owners of the vessel who was on board with his daughter, a panic was prevented. The damage was found to be of a nature not to immediately imperil the safety of the vessel in ordinary weather, and it was decided to put into St. John's, Nfld., which was reached early this morning. It will be a month before the steamer will be in a condition suitable to resume her place on the line. The passengers are being well cared for by the Company at St. John's, and all express their gratitude and appreciation for the captain and the crew. They will resume their trip across during the week on the steamers Caspian and Nevada, which will call at St. John's on their voyages. The captain, crew and passengers all agree that they had a very narrow escape, which was in a measure due to the strength and seaworthiness of the vessel.

ST. JOHN'S, N. F., Nov. 10.—When the steamship Arizona struck the iceberg on Friday night many gentlemen were in the smoking-room selling pools on the number of miles the vessel would run the next day. Suddenly a crash came and sprawled half the occupants of the room upon the floor. In the saloon at the same time a lady was playing accompaniments to the glee, "See our Oars with Feathered Spray," which was being sung by the ladies and gentlemen. In the midst of the song the shock threw the occupants of the saloon violently from their seats. Miss Kiddie, of Kincardine, Scotland, was thrown violently across the cabin, sustaining severe internal injuries. On deck the scene was full of terror. Groups of passengers were gathered together, expecting every moment to be engulfed. Towering above the vessel's prow was the huge, shadowy mass of the monstrous iceberg, stretching dross hundred feet across the bows. Three tall pinnales rose sixty or seventy feet. Should one of these ice steeples topple over the fate of the ship and passengers would be sealed. Captain Jones immediately rushed to the bridge. His first words were: "My God, men, where are your eyes." He was perfectly cool and at once gave orders to back the engines. As the ship backed she listed to the starboard and dipped visibly at the bows, while the icele floated off like a great phantom ship. The feeling that the ship was sinking caused several gentlemen to request Mr. Pierpont, British vice-consul, to request the captain to have the boats prepared. This he promised to do, and one boat was lowered, after considerable delay, during which the first officer descended to make an examination. When he returned it was announced that the steamship would lie to during the night. The examination showed the Arizona to be water tight. The passengers assembled in the saloon, when the Rev. J. M. Koss suggested that prayers be offered. Hardly had the suggestion been uttered when the passengers knelt and joined in appropriate prayer. Then "Praise God from Whom all Blessings Flow" was sung with impressive earnestness. Heartfelt sobbing mingled with the chant and tears stood in strong men's eyes. The night though overcast was clear. A passenger stated that the sailors on the outlook had admitted that they were not at their posts in the prow of the ship when the collision occurred. The excuse offered for this dereliction was that the fore part of the ship had been painted during the day. There is every reason to believe that had a proper outlook been maintained the catastrophe would have been averted. A difficulty was experienced in launching the single boat, which was lowered. Though the sea was calm, it was the universal conviction that had the Arizona sunk within an hour after the collision, not a soul would have escaped. The bow of the steamer was all smashed off and the water-tight bulk head proved the salvation of the ship.

London Life says: "The Princess Louise will remain in England until March, when she will return to Canada, and in the summer will proceed, accompanied by the Marquis of Lorne, on a tour through Manitoba. Though the Marquis hopes to be able to join the Princess in England at Christmas, it is not certain that he will be able to do so, and, even should he succeed in getting away from position to remain for any length of time at home."

The only successful recipe for preserving ash-barrels. Burn them yourself.

Thirty-Two Persons Drowned.

Lewes, Delaware, Nov.—The ship Lady Octairo, from Breakwater for New York, collided with the steamer Champion, from New York for Charleston, striking the steamer amidships and sinking her in five minutes. It is rumored that twenty-five lives were saved and thirty-two lost. The collision occurred thirty-five miles off the Capes at four o'clock yesterday morning. The ship was badly damaged and is being towed to Philadelphia.

AN EXTRAORDINARY DISEASE.

Miss M. Davis, a resident of Toronto, was recently received into the General Hospital, her affliction being *Scleroderma*, or skin hardening. The skin of the upper half of her body is drawn tightly, and is as immovable and as hard as ordinary sole leather. Her disease, which is supposed to be the first ever recorded in Canada, somewhat puzzles the medical men who have examined the unfortunate young woman. It has gradually worked its way from the neck downwards, and at present it is doubtful if its spread to the lower half of her body can be prevented. The general health of the patient is very fair, and at times she is cheerful and confident of a permanent cure. One medical work, in speaking of the disease, says that it was first described by Curzio in 1755; that there were 46 cases of this affection on record, 33 being in women, and 13 in men, and that 7 of the cases had a fatal termination. Hebra, the authority read, divided the disease into two varieties:—*Sclerema atrophicum* and *sclerema elevatum*, of which the former was always incurable.

An old commodore was spinning a yarn for the benefit of an old lady with serious views, and arousing her sympathies by telling how the seas ran mountains high and taxed the utmost endeavors of the crew to manage the ship. "Ah, but you see, sir," said the old dame, laying her hand softly on his, "there was one at the helm."—"Lor' bless you, ma'am!" he exclaimed, energetically slapping his knee, "sometimes there were five or six."

Montreal Live Stock Market.

MONTREAL, Nov.—There was a good demand for live stock at St. Gabriel market to-day, cattle bringing last week's prices, but hogs were lower, offering on account of heavy receipts. The gross cattle were thirteen cars of fat cattle and four being returned: R. Jones, of Brookville; Kingston; S. Mitchell, of Montreal; W. Lattimer, of Napanee; D. McLeod, of Coochran, St. Marys, and Mr. Kolan, Ottawa, one car of cattle each; George Sparks, Ottawa, two cars from Don and one from Toronto; W. Head, sixty-four hogs from Detroit Junction, and J. C. Coughlin one car hogs from Don. Robson sold 3 cattle at \$46, and 43 hogs at \$4.75. J. C. Coughlin sold 134 hogs at \$4.75, Bolan sold 3 cattle at \$46, and Timmons 23 head for \$892. Some large hogs sold at \$5 to \$5.05 per cwt, but the average price was \$4.75. George Sparks sold all his car of cattle in the market, which arrived today, from D. Mcintosh, at \$3, which arrived at Viger Market 250 cattle and 1,000 sheep were for sale. The majority were western cattle, and were for proportion only being from this province. R. B. \$40. R. J. Hopper parted with 24 head, averaging \$22.50 each. Andrew Burroughs, of Ottawa, sold 12 head at \$22.50 each. S. Mitchell received \$36 each for two pairs of steers. D. Coughlin averaged \$22 each for 20 head of steers. D. Coughlin sold 12 head of steers at \$24, which had to be accepted. Inferior to medium 4c. Milch cows ranged from \$30 to \$40, calves \$4 to \$8, and as high as \$10 were offered for an exceptionally good one, and lambs \$2.50 to \$3.00. The total receipts for the past week were 49 cars of these 12 grades of hogs, and 9 cars of sheep. Of shipped to England, Freight room has been engaged in steaming this week by D. Coughlin & Finagan, 200 head of cattle, Weir & Thompson, 70 head of cattle, D. McConcken, 200 sheep. James McShane loads the Allan steamships Nesorian and Manitoban with cattle.

English Provision Market.

CHEESE.—Many dealers are evidently now getting out of stock, and every week increases the number of those who are compelled to buy at quotations. This week had a very good demand at our makes, and the stock here is now very small and in firm hands. One thing seems very certain, and that is the position in America warrants holders being firm (as it appears to us) to do nothing on this side to prevent prices rising high for the remainder of the season. Neither importers nor consumers have any important stocks, and must be buyers; and though, of course, the serious advance, yet it will be, in our opinion, quite equal to any probable rise, even at prices in advance of current rates, even at prices to 65s; August makes, 55s to 60s; and July, 48s to 54s, according to flavor and condition. Total shipments leaving New York this week about 23,400 boxes. BUTTER of grades is in good demand, but the most enquiry is for choice Creamery, which is scarce, and worth up to 118s per cwt, which is fairly better also sells well at 95s to 105s, but does not sell so freely. There is a good demand for medium butter at 60s.—Hodgson Bros. Circular, Liverpool, Nov. 7th.

The Barley Trade.

(Oswego Palladium.) The market during the past few weeks has been unusually quiet. Choice grades have been steady, while the lower qualities have declined in prices. On Monday No. 1 bright Canada opened at 90c. No. 1 at 87c. and No. 2 at 82c., and at the close to day No. 1 bright had advanced to 83c. and No. 2 at 77c. The sale for the week have been about 80,000 bushels. The market influence has also been quiet, mainly under the condition of large receipts and the unsettled last evening say that four or five cargoes of Canadian were under negotiation and to be sold for 10,000 bushels State flour covered by sample was made at 80c. The day previous in that market at \$1.02 to \$1.03. The receipts at Oswego for the past week have been 485,919 bushels, and shipments by canal 415,573 bushels. The aggregate receipts of new crop from Canada to date have been 2,162,705 bushels against 1,657,523 bushels for corresponding period last year, showing an increase this season of 505,173 bushels. The amount of barley on the canal from lake ports for this water yesterday noon was 5,834 bushels, of which 336,343 bushels were shipped from Oswego, and 124,000 bushels from Buffalo. At corresponding time last year the quantity on the canal from lake ports was 357,731 bushels.

Stirring Times in the Deal Business.

QUEBEC, Nov. 9.—The last two or three days have witnessed quite a brisk stir in the deal business in this city show signs of renewed activity. Morohanis are in splendid spirits and anticipate good business ahead. The demand for any speculative spirit either in England or the United States, and it is said that nearly all the deals now in the province have probably sold and at a fair advance on last season's prices. Unless over-production should be persisted in this winter, another advance in price, with a fair demand, may be looked for next spring. England is taking principally three-inch and other inferior deals. Most of the Quebec mills have all the on and which they require.