

Sound heavy oats in car lots are ready sale at 41c on track. Heated oats are worth from 36 to 38c, according to sample. Street offerings range from 41 to 44c.

BARLEY.

There is still nothing doing. Receipts of the new crop will be on the market soon, when prices can be given.

RYE.

Nothing doing and values purely nominal.

PEAS.

Nothing doing, and values purely nominal.

FLOUR.

Holders seem more anxious to sell than for some time past, but buyers are exceedingly scarce, consequently the week's business has been very light. Guaranteed superior extras have changed hands in small lots at \$5, and extra at \$4.70. Market closing very dull.

POTATOES.

Are in fair supply, and prices are steady at \$1 to \$1.25 per barrel.

BUTTER.

Receipts of choice dairy are still scarce and prices are firm at 15½c in round lots. In consequence of this scarcity fine medium is in better demand for local consumption. There is still no shipping demand as outside markets are even lower than our own. Street receipts are small and prices vary from 14 to 20c, according to size of package and quality.

EGGS.

Are still tending upward; round lots of sound stock have changed hands at 16c. Street receipts are in good demand at 15 to 19c for really fresh.

CHEESE.

The demand for cheese during the past week has increased considerably and values are firm at 10½ to 11c for small lots of fine quality. Inferior ranges from 9 to 9½c.

PORK.

Is in fair demand and prices are somewhat higher, in sympathy with outside markets. Quotations are \$21 in round lots, market closing firm.

BACON.

The enquiry for bacon during the week has been rather limited, and values without any essential change. Long clear is held at 10c in car lots. Cumberland is scarce and firm at 10c. Rolls and bellies are firm at 13 to 14c.

HAMS.

are still in active demand, but stocks are very light and values firm at 15½c for canvassed and 13½c for pickled.

LARD.

has been rather unsettled. Some dealers quote imported at 10½c and Canadian at 11c for tin-nets, and 11½ to 12c for casks.

APPLES.

are in fair supply and prices are gradually shrinking. Quotations are \$2.50 to \$3.50 per barrel.

POULTRY.

Receipts have been small and prices are steady at 40 to 60c for chickens, and 50 to 75c for ducks per pair.

STRAWBERRIES.

In dried apples there is scarcely anything doing. Several small lots have changed hands at 8½ to 8½c. Oatsmeal, per 136 lbs., \$4.25 to \$4.40. Commercial, none on the market.

New York Advances.

The New York correspondent of the *Northwestern Miller*, in a letter dated August 3rd, says:

Late advices from London indicate that the depression in the British breadstuffs market is in good part due to the competition felt there from American flour. No less an authority than the *Mark Lane Express* candidly admits that this is so and gives the "simple facts" as: "The United States is milling all her best wheat and sending us the product at a price with which our largest millers find it difficult to compete."

Here, then, American millers may find the issue they seek, plainly put by a representative of their rivals abroad: the admission is made that our best wheats are being ground and unloaded on the British markets at prices which defy the "largest millers" in the United Kingdom. That the situation is fully appreciated abroad there can be no doubt. One of the largest dealers in British and other breadstuffs in London states that a large quantity of the best new machinery is going into local mills (London), which means that no stone is to be left unturned to get figures down to a level where they can compete with their trans-Atlantic rivals. If it were only a question of "competition," British millers believe they would be sure of success, but the statement is made that millers here "simply pour in their surplus make to be realized here (London) at best," and every one knows what that means on a dull market.

From Sept. 1, 1883, to July 26, last, the exports of flour from the Atlantic ports to all countries were equivalent to 30,859,190 bus. of wheat, as compared with 36,197,365 bus. of wheat shipped abroad as flour in a like portion of 1882-'83, a decline in exports of flour during the past eleven months equal to 5,328,366 bus. of wheat. The total British imports of flour September to June, 1883-'84 were equivalent to 28,500,000 bus. of wheat in round numbers, and in the corresponding months in the preceding crop year, to 32,600,000 bus. The stocks of wheat and flour in the United Kingdom on July 1 have been reported equal to 9,253,592 bus.—at waterside and on railways—as compared with 29,964,280 bus. on Jan. 1, 1884. The waterside and railway stores of wheat and flour in the United Kingdom in the past seven months have declined 20,710,488 bus., or nearly 3,000,000 bus. per month. The present month, then, the season between harvesting and the receipts of fresh supplies by the United Kingdom, must, according to the latest reports as to crop prospects prove the only opportunity for any sustained or material advance in prices. The outlook is for a full average crop in the United Kingdom, in Russia, Germany and India. France and Austro-Hungary promise a harvest each somewhat below the average. Advices from southern Russia are far better than previously and the accumulation of wheat at the ports of shipment in India is inducing free exports. The present month, therefore, prior to the free receipts from British farmers or from the leading exporting countries, may afford some opportunity for

wheat to advance in London and Liverpool. But even this is not a safe contingency to depend on. The United Kingdom will want much less wheat than the United States will have for export. If the home crop amounts to 525,000,000 bus. (there are many who will not listen to less than 550,000,000 as the total yield of winter and spring wheat this year) and the wheat (and flour) carried over to 40,000,000 bus., the available supply will be 565,000,000, against 480,000,000 bus. available one year ago, an augmented supply amounting to 85,000,000 bus. With European crops promising materially better results on the whole, than one year ago, it will be difficult, in the light of the existing situation, to foresee higher prices for any length of time.

These are some of the views which have governed prices here during the past week. The receipts of wheat at the seaboard markets have been exceptionally heavy until within a few days, and this, too, has contributed to the general depression of prices. The advance in quotations in the earlier portion of the week was due mainly to the purchases by exporters and to the record of excessive shipments abroad in the week preceding. Exports for the week ending July 26 amounted to 2,180,027 bus., as compared with 1,142,676 bus. in the week preceding. Flour shipments abroad fell away during the like period, being but 124,771 bbls., as compared with 152,433 bbls. in the preceding week. Indian corn exports were also materially less—but 415,148 bus., against 1,078,714 bus. in the week ending July 19. The activity on the part of exporters was unexpected, and was met at once by ocean freights advancing, ship brokers being taken almost unawares by the sudden demand on them. Rates advanced and notwithstanding the recent arrivals of tonnage, rates maintained an upper level. Rates for tonnage have advanced about 50 per cent. since January 1 last, and the ports of Philadelphia and Baltimore are quite as much affected thereby as New York. Receipts of wheat, flour and corn at primary western markets exercised a depressing influence on prices from the first, but their decline within a few days offset the same. For the week ended July 26 the receipts of wheat were 1,355,641, against 988,743 bus. in the week ended July 19. In corn they were 1,452,523 against 1,178,105 bus., and of flour they were 216,278 against 78,388 bbls. Later advices report the falling away in receipts of wheat at interior points and indicate a feeling on the part of farmers that they now can better afford to hold wheat at current prices, than to part with it. This restriction in marketing wheat, coupled with a cessation in buying on the part of exporters, leaves prices practically *in situ quo*. The former tends to advance and the latter to depress prices. The gain in ocean freights of late has absorbed a portion of the possible profits in exports, and there is little, if any prospect for regaining it. The New York price for No. 2 spring wheat was 91c on Aug. 1, 8c in advance of the Chicago quotation. On July 17, it was 91½c or 6½c higher than the price at Chicago. The rail freight rate from Chicago to seaboard on Aug. 1 was 15c and on July 17, 12c per bus., while the lake and canal freight between the same