

\$4.50; Martell, vintage 1885, \$4.50, vintage 1880, \$7.50; Hennessy, \$4.50 to \$7.50 for vintage 1895 to 1880; DeKuyper gin, \$3.50; Port wine, \$2.50 and upwards; Sherry \$2.50 and upwards; Jamaica rum, \$1.00 to \$1.50; DeKuyper red gin, \$11.50 per case; DeKuyper green gin, \$0.50 per case; Tom Gin, \$9.00 to \$10.00; Martel and Hennessy's brandy, one star, \$14 per case of 12 bottles; v. o., \$10; v. s. o. p., \$22.

WOOL.

Prices are: Cotswold and Leicester, washed and in merchantable condition, 12 to 15c; do. unquality. Pure Southdown and Shropshire, washed and in good condition, 15 to 18c; do. unwashed, 10 to 12c. Montana and Oregon fine wools, unwashed, 13 to 15c, when in good condition.

THE MARKETS.

WINNIPEG.

GENERAL WHEAT REVIEW.

The improved feeling noticeable in leading wheat markets did not continue last week. Last week the markets opened dull, and the first day (Monday) showed a loss of over 1c in prices as compared with the previous Saturday, and a decline of nearly 2c from the highest closing figure of the previous week. In fact the markets seemed to be getting back into the rut of speculative stagnation which has so long predominated as the leading feature. The Chicago visible supply statement, as announced on Monday, showed an increase of 834,000 bushels, and caused a general surprise, as a small decrease was expected. However, the next day it was discovered that a mistake had been made in footing up the figures, and that the real increase was only 434,000 bushels. Still a much larger increase in the visible should not depress prices, as this is the time of year for the stocks to grow big, and if they do not now, when will they? It was a noticeable fact that stocks at all winter wheat markets showed a decline last week for the first time on this crop. The increase was therefore in grain afloat and in store at spring wheat markets, mainly at Minneapolis and Duluth. A scarcity of cars in the northwestern spring wheat states is said to account for the light increase in stocks. A Duluth despatch read: "Shippers howling for cars." The visible supply now stands at 30,597,330 bushels, against 51,220,379 bushels one year ago, or in round numbers 20,700,000 bushels less than one year ago. Receipts of wheat at the four principal spring wheat markets of Minneapolis, Milwaukee, Duluth and Chicago, since the beginning of the crop year on July 1st last to date amount to 14,360,000 bushels against 19,979,000 bushels up to this date last year. At the four principal winter wheat markets of Toledo, St. Louis, Detroit and Kansas City the total receipts since the commencement of the crop year, on August 1st last, to date, amount to 19,369,000 bushels against 23,339,000 bushels up to the same date last year. It will therefore be observed that receipts of new wheat for this crop year aggregate over 9,500,000 bushels less than last year to the same date. Last week a year ago the visible increased 1,620,300 bushels. Exports

from Atlantic ports announced on Monday were 250,800 barrels of flour and 1,087,100 bushels of wheat, against 216,508 barrels of flour and 993,493 bushels of wheat for the corresponding week last year.

LOCAL WHEAT.

Deliveries at provincial points were larger last week, but still, except at two or three markets the movement was only commencing. Farmers will not neglect their plowing to haul grain at this season. Deliveries were mostly at points where Mennonites are settled, and as these people have smaller farms and more hands to work them, they can take time to haul grain as soon as threshed. There is every indication of a block up, as even now, with but a very light movement in proportion to what it will be later on, cars are becoming scarce. Dealers have plenty of orders from the east for grain, but they dare not touch them, as there is no certainty of getting grain out by the Lake route this fall. One dealer has been unable to get a small order off, which has been at Port Arthur for weeks. Elevator storage is limited, and it looks as if one week of brisk deliveries would block up railways, elevators, and all. Prices toward the close of the week were about 1c lower, No. 1 hard being quoted at 59c at Winnipeg, and at 51 to 54c at provincial points, No. 2 hard and No. 1 northern quoted 3c under No. 1 hard. No. 2 northern quoted 3c under No. 1 northern.

FLOUR.

The mills are now about all running on new wheat, and the output this season from the province promises to be large. Local prices are unchanged as follows: Patents, \$2.15; strong bakers', \$1.89 to \$1.90; XXXX, \$1.35 to \$1.40; superfine, scarce at \$1.15 to \$1.25.

MILLSTUFFS

Steady, at \$10 for bran and \$12 for shorts, per ton; Ground feed, \$25 to \$30 per ton.

OATS.

On the market here loads were bought at from 24 to 25c. Car lots at outside points were offered at about 20c, but buyers do not care to take hold yet at this price. So far there has been nothing doing beyond present local requirements. Oats will have to rule at an export basis this season, and dealers are waiting for prices to become established before fixing prices here.

OATMEAL.

Lower, and now quoted at \$2.40 for granulated, and \$2.25 for standard.

BARLEY

No transactions reported, but dealers would quote about 28 to 30c f.o.c. at provincial points.

POTATOES.

On the market here 25 to 27c was paid for loads, but 25c was about the price paid in quantities for export. The reduction in freight rates would not improve prices, as duties were reported easier at Toronto.

EGGS.

Case lots held at the old price of about 15 to 16c, with receipts about equal to the demand, and often of poor quality.

BUTTER.

Receipts of choice qualities are still light. To the city trade prices for good to choice have ranged about the same, at from 15 to 17c, with 18c sometimes obtained for a small lot of extra choice. Prices are above an export basis, and it is noted that at Montreal values were easier last week, owing to rains and improved pasturage.

CHEESE.

There is nothing new to report. Sales at factories were reported at 12 and 12½c, but it was difficult to authenticate prices. Small lots to the retail trade quoted at 12½ to 13c.

LARD.

Unchanged at \$2.25 to \$2.30 per 20-pound pail.

PROVISIONS.

Packers are only able to obtain supplies to keep them working part of the time. Stocks are low, and Chicago stuff is being imported. A car lot of Chicago long clear was on the way. The home-cured product quoted: Long clear 11c; smoked breakfast bacon, 14c; rolls, 12½c; hams, 15c. Prices for the plain product, and canvassed subject to an advance of ¼c. Eastern Canada provisions are quoted in this market at 15 to 15½c for hams; plain roll, 12½c; long clear, 11c. Chicago hams, 15½ to 16c, etc. Long clear 11 to 11½.

DRESSED MEAT.

There is no change in beef, and supplies are abundant, at 4 to 5½c for sides; pork still scarce at 9 to 9½c; mutton 10c; veal 7c.

LIVE STOCK.

Only a few batches of hogs have arrived, and they could not be bought much under 6c laid down here. Beef cattle are unchanged at 2 to 2½c, the latter price only for choice animals. Further shipments have been made eastward.

Clark & Sutherland, lumber dealers, Winnipeg and St. Boniface, have sold out their branch at the latter place to Fred Walker. They will hereafter confine their operations to Winnipeg.

Winnipeg Sun: According to calculation which is certainly within the mark—1,000 trains of 20 cars each (an average car-load being estimated at 700 bushels) will be required to transport our surplus crop. Suppose Portage la Prairie to be an average shipping point for the province and Montreal the destination, and that four trains are started from that point today, Oct. 1st, and the same number every day after, until the whole is shipped out, it will take until June 7th to do the job. Suppose five days be the average time required for trains to reach Montreal, on Oct. 1st there will be four trains en route; on Oct. 2nd, eight trains; on Oct. 3rd, 12 trains; on Oct. 4th, 16 trains; on Oct. 5th, 20. If the trains could be unloaded at once, by the 10th of October there would be 40 trains, loaded and empty, between Montreal and the Portage, employed in handling the crop of Manitoba, and the same number every day until June next.

Without knowing just what Minnedosa has suffered at the hands of Winnipeg citizens, THE COMMERCIAL agrees with the sentiment contained in the following paragraph from the Minnedosa Tribune: "Why any man in Winnipeg should decry any outside town is something that passes our comprehension. The prosperity of the outlying centres of trade in the Province and even in the Territories will certainly tend also to the prosperity of Winnipeg; because from there they have to draw the greater portion of their supplies. And of course, as Winnipeg prospers so also will the several towns. Minnedosa having come in for rather more than its share of misrepresentation at the hands of Winnipeg citizens during the past season leads us to call attention to it. However, as Minnedosa is surrounded by a most beautiful and picturesque country, affording every facility for raising cattle, sheep and horses, unusually fertile soil, yielding extraordinarily bountiful crops of grain and roots, and having a good settlement of thriving farmers, it will maintain the position it now holds as one of the most important towns in the Province in spite of detractors."