

LIVE STOCK MARKETS.

Chatty Stock Letter from Chicago.

(BY OUR SPECIAL CORRESPONDENT.)

Top prices at present, with comparisons:—

CATTLE.	Present Two weeks		1895.	1894.
	prices.	ago.		
1500 lbs. up.....	\$ 4.50	\$ 4.75	\$ 6.60	\$ 4.65
1300 @ 1500.....	4.60	4.60	6.40	4.90
1200 @ 1300.....	4.50	4.55	6.10	4.30
1050 @ 1200.....	4.15	4.55	6.60	3.80
900 @ 1050.....	4.20	4.25	5.40	3.60
Stks. and F.....	3.80	3.75	5.15	3.55
Fat cows.....	3.85	3.75	5.05	3.40
Canners.....	2.30	2.40	2.60	2.40
Bulls.....	3.70	3.50	5.00	3.40
Calves.....	6.00	6.25	5.50	6.00
Texas steers.....	4.40	4.10	5.00	3.60
Texas C. & B.....	3.00	3.00	3.60	2.40
Hogs.				
Mixed.....	4.10	4.20	4.70	4.75
Heavy.....	4.10	4.17	4.80	4.70
Light.....	4.15	4.25	4.65	4.75
Pigs.....	4.10	4.10	4.50	4.70
SHEEP.				
Natives.....	4.00	3.65	5.00	4.00
Western.....	3.90	3.55	4.75	4.10
Texas.....	3.20	3.20	4.25	3.65
Lambs.....	4.75	4.70	6.00	4.75

Prices for fancy cattle are \$2 lower than a year ago, when cattle were selling at the top point of 1895.

There has been a pretty good demand for export cattle in spite of bad foreign markets. The number tagged by Government inspectors one week was as follows: Morris, 1,345; Lehman, 723; Blackshire, 100; Hathaway, 1,730; Swift, 633; Armour, 1,280; Shambert, 742; Swartzchild, 333; making a total of 6,883, against 5,561 the previous week, and 2,532 for the same week a year ago.

Exporters bought cattle during the week at \$3.90 to \$4.25, mostly at \$4.10 to \$4.15, including 90 head of 1,618-lb. Nebraska steers at \$4.10.

Canadian exporters are not doing much just at present. The export trade is in poor shape. Gordon & Ironsides, Williams & Hall, and J. C. Coughlin have been buying a few cattle—chiefly in Chicago.

Receipts of Texas cattle continue moderate, and as they are of good quality and handy weights, are selling better in proportion than the natives. We think the prospect favorable for a steady or stronger market during the next two weeks on all kinds of Texas cattle. The supply of native butchers' stock is comparatively small.

The Texas cattle market is very good in comparison with the market for other grades, but there are not many Texas heaves being marketed, and owners think they ought to sell better.

At a recent special horse sale at Dexter Park, Chicago, sales included: Allowood, by Nutwood, a bay three-year-old, \$1,825; Riley S., 3 (2-21), black horse, by Riley Medium (2-10), \$1,325; Wesley R., 2 (2-10), bay gelding, six years old, by Strathroy, \$985; Loafer, gray gelding (2-14), by Typhory, \$610. The balance of the entries sold within a range of \$240 to \$160.

A man from an Ohio town says farmers for years have not found it as cheap to raise cattle and horses as to buy them from the West. Last year one phosphate concern in that place bought and killed the equivalent of 33 carloads of old horses at \$2.50 to \$4.50 per head. Mr. Thompson says horse prices have dropped so low that farmers have stopped raising them, and the result must be diminished supplies and higher prices in the future.

Julius Callaret, Belgium, arrived in the market with a commission to buy a number of horses for racing purposes, besides street car horses and coaches.

The Western ranchmen are free buyers of bulls, though they do not like to pay the prices.

An Illinois breeder says he gets many inquiries from farmers, but, owing to the closeness of the latter, he declares it is easier to sell a carload to a ranchman than one animal to a farmer.

Present prices for provisions are lower than current prices for hogs, and as long as these conditions exist the packers will not follow any advance in the market.

The tired holders of hogs continue to forward their stock regardless of prices, and as usual under similar circumstances, a declining market causes increased receipts. The hogs continue of excellent quality, and are generally too heavy for the demand. The weather during the winter has been very favorable, and with such an abundance of cheap feed we may expect a continuation of the liberal supplies of good hogs during a greater part of the spring and summer.

The hog market is very low indeed. Good hogs have for some time been selling largely at \$4, and there is at present not much encouragement to hold for better figures.

New Mexican lambs, fed in Colorado, are unusually good this season. One day Port Collins, Colorado, was represented by P. Sylvester, with 228 lambs, averaging 84 lbs., at \$1.70; John Hice, 223, averaging 89 lbs., \$1.75; A. H. Hice, 229, 81 lbs., at \$1.75.

The export demand for sheep is fairly good, but the inquiry is not strong enough to keep up values on the heavy sheep. Swift, Armour, and Doud & Keifer are exporting a few.

Toronto Markets.

"Waiting" is still the cry of the cattle exporters. Dealers are somewhat chary about investing too far until they are sure about the prospects for trade in England next month. Buyers from Peterboro, Hamilton, Brockville, Montreal, and Ottawa were present on the market of the 26th March. Prices were no better and some of the cattle remained unsold. Buying for Montreal was slow, only four carloads being taken for that market.

Export Cattle.—Nothing doing pending the opening of navigation. A few bulls are being picked up at nominal figures, prices ruling about 3c. to 3½c. per lb.

Butchers.—Prices ruled to-day about 3½c. to 3½c. per lb. for really choice; one carload, 1,000 lbs. average, 3½c. per lb. Trade was slow and prices unsatisfactory to the sellers, only prime heaves being a fair figure. Choice were selling a little better than last week, as a consequence of the approach of Easter. Ten cattle, 895 lbs. average, \$22 per head; a mixed lot of 23, averaging 1,000 lbs., sold at \$29 each; one load, averaging 885 lbs., sold at \$2.80 per 100 lbs.; a load, averaging 1,075 lbs., sold at \$3.20; one or two fancy fat cattle, averaging 1,350 lbs., sold for 3½c. per lb. Only a few cattle could be classed as Easterstock. One carload was taken for Ottawa at \$36 per head.

Bulls.—A few head changed hands at from 2½c. to 3c.

Some really choice stock bulls would sell during the next week.

Stocks and Feeders.—There are some good feeders wanted.

Steers averaging from 1,100 to 1,200 will fetch 3½c. per lb. Distillery men are picking up a few to fill vacancies in the byres, for which they pay from 2½c. to 3½c. per lb. Light stock are in slow request at 2½c. to 3½c. per lb.

Sheep and Lambs.—Trade is dull and quotations hold barely steady; 3½c. to 4½c. per lb. for lambs; sheep not wanted.

Good grain-fed lambs wanted at from 3½c. to 4½c. per lb.; some sold at from \$3 to \$7 each. Prospects are good for large shipments from Manitoba. A feature of the local meat market just at present is the arrival of a shipment of frozen mutton carcasses from St. John, N. B.

Milk Cows.—Good, newly-calved cows and forward

spenders wanted—\$20 to \$35 ruling figures.

Hogs.—This line continues steady at former quotations—

3½c. per lb. best off cars; thick fat, 3½c. per lb. Very slow sale;

about 900 on offer. Prospects not very good just at present.

2½ grades are wanted at these prices, but the feeling is weak.

Stags, \$3.70; sows, 3c. lb.

Dressed Hogs.—The offerings of dressed hogs were not so liberal. For light weights in farmers' loads on the street, about \$4.75 to \$4.80 were the top prices quoted. On the track, packers are quoting \$4.25 for car lots delivered here. Provisions are moving slowly and prices are inclined to be easier.

Butter.—Scarce and wanted. There is still a large sale for choice dairy rolls. One large retail dealer is on the market for choice butter and is willing to take regular supplies of best dairy rolls. Creamery deliveries are only just equal to the demand. None for export, although wanted. We quote 22c. to 23c. per lb. The market is bare of all good butter and dealers are asking whatever they have a mind for anything at all choice.

Eggs.—The deliveries of new-laid have increased, and there is an easier feeling in the market, although the supply does not equal the demand. Dealers opened at 16c. and held fairly steady. The demand is good for small lots; some dealers were asking 13c. per doz.

Poultry.—Getting scarce; all last year's stock of birds about cleared up; nice fresh stock as it comes in sells at the quotations. Choice turkeys, 10c. to 12c. per lb. Spring chickens, 6c. to 7c. per pair. Ducks, 60c. to 80c. per pair.

Cheese.—There was a good deal of excitement on the Board of Trade over the advance of one shilling in the public cheese cable. Private cables said nothing of this, but stated that prices were unchanged. The press cable, however, gave 42 shillings, so that the reported advance was not credited.

Wheat.—Receipts on the local market, fair. Wheat is easier; the demand smaller. A report from the Agricultural Department would be invaluable to grain men as well as to the farmers. The farmers in Ontario are certainly unwilling to sell much wheat at present prices, and what they are offering they are asking full prices for. White wheat was easier, one load selling at 3½c. Red and goose were nominal, 60c. to 62c.

Barley.—Two hundred bushels at 38c. to 42c. per bushel.

Peas.—One load at 58c.

Oats.—Two hundred bushels at 28c. per bushel.

Hay and Straw.—The market was rather dull; about 20 loads of hay sold at \$17 to \$18. Some prime two-year-old hay was on the market to-day, baled and cut in trusses, as in the Old Country. Dry loads of straw, \$13.25 and \$14.

Hides, Skins, and Wool.—Market dull and inactive; prices quoted on the local market: Hides—No. 1 green, 5c. per lb. Skins—Calveskins, No. 1 green, 6c. per lb.; No. 1 cured, 7c. to \$1 each. Wool—Fleece combing, 2½c.; tub-washed fleece, 20c.; rejections, 17c. to 18c.; supers, 2½c.

Montreal Market.

Receipts have continued low of late, but on no market has a clearance been made. Yesterday's (Monday, 23rd) receipts were the smallest of the season, but this was due entirely to the heavy snowfall of the previous few days, and only the stock that was held over from Thursday's market was offered—about 150 head of cattle. Though the offerings were small, trade was very slow, as buyers would not bid, preferring to wait for the anticipated heavier receipts of next market. The result was a number were again carried over. A number of fairly choice cattle were in and would probably have been sold but the owners' ideas were too high, as much as 5c. per lb. being asked. Nothing changed hands at these figures, however, the best price paid going to Mr. Tailleur for a couple of extra heavy stock at 4½c. per lb. and a medium at 4c. medium from 2½c. to 3½c. per lb.; a number of fat bulls making 3c. and 3½c. per lb.

Sheep and Lambs.—None of the former are being brought in now, but the latter are coming forward a little more liberally, and sales of spring lambs have taken place at from \$2 to \$4.50 each, according to the size.

Cattle.—Yearlings of calves offering have increased somewhat, but as yet the quality is poor and \$5 will about take the best on the market. One hundred were offered yesterday, the range being from \$1 to \$5 each.

Live Hogs.—There has been a regular weekly supply in; 200 at the Montreal stock yards making from \$4 to \$4.10, the pick going at the latter figure, and were distributed principally among the local butchers and traders. This trade of common stock in reality, having been retarded some by the late weather. Two cars of choice bacon hogs for next Wednesday's delivery have been contracted for at \$4.35 per cwt., off the cars, but it is safe to say that no others will realize this figure, if the prices obtained in Toronto to-day (Tuesday, 24) be any criterion.

Dressed Hogs.—Burnt fingers have been the result of a number of speculative individuals who pinned their faith on a six-cent market. All told, there are about twelve carloads still to dispose of, most of which is the property of two shippers. One carload of choice light hogs (170-lb. average) sold for \$4.40 per cwt. last week, so it will be readily seen that there is little prospect of these shippers getting out without a heavy loss. Single carcasses and small lots sell up to \$5 per cwt.

Dressed Beef and Lamb.—This trade is practically over and will close within a week or two, as far as wholesaling is concerned. The efforts put forth in the lamb trade, as mentioned in our last report, had the effect of clearing the market and steadying the trade, enabling holders to work off most of their accumulated stock; range 5c. to 6c. per lb. as to quantity.

The Hide and Skin markets are unchanged, but uneasy, and it is difficult to state just which way movement will make, a decline being expected, however. No. 1, 2, 3 selling at 6, 5, 4 cents respectively. The calf skin standards have been changed, and are now quoted at 7c. per lb. for No. 1, 5c. for No. 2.

The British Markets.—Cable advices received this week are anything but encouraging in the live stock trade cattle losing from \$1 to \$2 per head; best States cattle being quoted at 9½c. to 10c. per lb., shrinking the offer; dressed beef being quoted at 7½c. to 8c. per stone of 8 lbs., and sheep 90½c. per stone, trade in both lines being very dull and slow.

It is difficult—in fact, almost impossible—to give a quotation on horses that will explain their value, shippers here receiving sales all the way from \$75 to \$150 each (\$15 to \$20). For good quality the demand is good, all space obtainable from U. S. ports being taken up to the first of May.

In the Liverpool provision market bacon was stronger, and advanced 6d. to 2s. 6d. to 2s. Pork closed steady at 50s.; lamb, 27s.; and tallow, 20s.

Hay is dull and sales slow locally, the only movement of importance being to the States, which market is glutted. High freights and poor markets in Britain prevent any export. No. 1, \$13; No. 2, \$12.

Toronto Horse Market.

A combination sale of trotters and pacers took place at Grand's Horse Repository on Tuesday, 23rd inst.; a large number of buyers from outside towns were in attendance. The prices showed a marked improvement of the horse trade, and far in excess of the most sanguine expectation. Mr. Hartland Smith sold the horses and colts consigned by the Downsview Stock Farm proprietor, Mr. Harry Webb, fifteen in all. These were some of the sales: Harry Milroy, by Milroy, to John Percey, \$200; Lady St. Lawrence, to W. Garland, Eglinton, \$140; Vestibule, by Diplomat, to Dr. Lewis, Orangeville, \$85; Patchett, by Crown Prince, to Mr. Bennett, Port Hope, \$75; Anna Gould, by L. Sebert, Port Perry, \$60; Flora Nora, to N. Garland, Eglinton, \$45; Pacey Wilkes, \$100; Royalette, \$87; Sir Lytton, \$55; Bordeaux, \$39; and Asander Landler, \$160.

The stallion Geneva, bred by Chas. Backman, Stony Ford, Orange Co., N. Y., was withdrawn at \$3,600. The matched pair, Eva and Bella Cook, were sold for \$750, and will be sent to England with the next consignment. Other sales were: Aberdeen Clay, \$322; Henderson, \$100; Cooper, \$375; Bill Kane, \$165; Elifareda, \$260. Dr. Lewis, of Orangeville, secured a nice chestnut colt for \$235. The late Joseph Daly's celebrated trotter, Blackstone, realized \$275. Mr. Parker, of Montreal, bought Mr. H. W. Lumley's Lady Superior at \$175. Mr. Snider, of Hamilton, bought Prince Brino for \$125.

The sale was a complete success; the second day was very nearly as satisfactory as the first. The bay gelding, Bob, fetched \$100; Henry C., a brown gelding, \$200; bay pacer, Munshaw, \$150.



A SIX MONTHS' HOLIDAY.

BY KANGAROO.

Leaving Adelaide on June 1st, 1895, we, four Australians, started off on a six months' trip around the world. The inter-colonial boats which trade between the Colonies, although comfortable enough, are, as a rule, great rollers, and our boat proved no exception to the rule—in fact, we had a bad tossing up and were quite glad when we sighted Melbourne early on the morning of June 3rd. Melbourne is a very extensive city for its age, with its 400,000 inhabitants, well laid out streets, handsome houses, and fine cable cars; the cable (costing no less than £20,000 per mile) has been a tremendous drag on the shareholders, and Melbourne has been suffering considerably under depression; but it is to be hoped that now, with the Western Australian gold-fields turning out so well, things will improve all around for the Colonies generally. Sydney, with its glorious harbor (in fact, one of the finest in the world), was reached on June 6th, and a very pretty sight it was as we steamed in just after daybreak, with the mists rising from the hills on either side of the harbor.

We left Sydney June 10th, in the S. S. "Alameda," a very fine, comfortable boat, under the command of genial Captain Moise, a light-weight who turns the scales at no less than twenty-two stone, a jolly, amiable man, liked by passengers and crew for his kindness of heart.

The boats on the Pacific service are not nearly as large as those on the Atlantic, but notwithstanding this they are very cozy. We had not a great many passengers; the majority were English, and were, on the whole, very agreeable. After five days we reached Auckland, a very pretty city, with a fine harbor which, for navigating, surpasses Sydney, the wharves being very extensive. From Mt. Eden, a height of over 1,000 ft., a fine view of the town and harbor is to be seen. We stayed there only to coal and take on a few passengers, including a race horse (belonging to one of the passengers) valued at £5,000, by the owner! It was destined for a ranch in California. Why take horses there? It seems rather like "carting coal to Newcastle," as they have such splendid-looking animals of their own. We had now been on board long enough to know something of one another, and one naturally "chums up" quicker at sea than on land. Games were indulged in—"Shuffle-board," or, as Mark Twain calls it, "Jackass-billiards;" quoits and cards being the chief.

We were now getting into the tropics, as evidenced by the officers coming out in their white uniforms, and very nice they looked. The approach to Samoa is very beautiful. We anchored there June 19th, the cloudless blue sky and the clear air reminding us of the sunny South. There were a great many natives about in their war canoes, and we afterwards heard they had been holding a council of war, but had settled matters satisfactorily and peace had been declared.

Samoa, or rather Apia, the harbor of Upolu, is very beautiful, with its groves of cocoanut palms stretching down to the water's edge; banana and bread-fruit trees also abound. Here it is that Robert Louis Stevenson, the friend of the Samoans, lived for so long and died. As soon as the boat drops anchor the natives swarm on board with their wares, such as coral, beads, lemons, and cocoanuts, and also on the look-out for passengers going ashore, the harbor being so treacherous that the steamers have difficulty in anchoring, owing to two coral reefs on either side. Very careful steering is necessary. We all went ashore, and very hot we found it. The Samoans are very handsome, of a beautiful copper color; they carry themselves very well. Of clothing they require very little, and their headgear is often nothing at all; as they are accustomed to this from infancy, the sun does not seem to affect them. They are a lazy, happy-go-lucky lot. The principal product of the island is coconuts, or dried cocoanuts, which is exported to San Francisco and sold to the soap factories. Honolulu, our next port of call, we reached in seven days. We anchored early in the morning and arranged to have a drive, but the Captain had orders to push on as quickly as possible (as we afterwards found out) so as to be in port by July 4th, so we only had time to go to the post-office and have a look around the streets. The vegetation is very beautiful and tropical; the streets are planted with acacia trees, which look very pretty with their bright green leaves and scarlet flowers. They have a very pretty custom there. When anyone is leaving the port they decorate them with garlands of beautiful flowers, such as tuberoses, carnations, etc., and when the boat is pushed off these garlands are thrown back and float ashore to the senders. After seven very pleasant days, we entered the Golden Gate harbor. We were fortunate in getting a fine day, as Frisco is noted for its fogs, especially in summer, and boats are often delayed for hours. After a very diligent search the Customs allowed us to pass, and we were driven off to the Palace Hotel (one of the finest in the world, so say the Americans). It is very grand, but, at the same time, a white elephant, as it is so immense and the cost of keeping it up so enormous that the shareholders have a bad time. Having arrived on the 3rd of July, we were in time to have a look at the procession on the glorious "Fourth." Bunting was to be seen everywhere, and gaily-decorated carriages displaying the banner of the Stars and Stripes. We thought the procession somewhat grotesque.

We spent a week at Alameda, one of the suburbs across the bay; here are to be found very handsome residences, and bicycling is indulged in by both sexes. We saw several fine trotting horses which traveled as much as anything in Frisco, were the wonderful trains which run up the steep hills like ants climbing the sides of a house; the ferry boats, which hold hundreds, are also very wonderful. We were anxious to push on, so we took passage by the Southern Pacific Railroad, and very comfortable were their cars, with the Pullman dining and sleeping cars attached; they rattle along so very quickly that at first the motion is not unlike that at sea, but one soon gets used to it. After spending four days and nights in the train we arrived at the world-famed Chicago, and a filthy, dirty, bustling city it is; the houses running from 12 to 25 stories high make it anything but picturesque. We were glad to leave this "rapid" place behind, and after two days we found ourselves in London (Canada), where we had a most enjoyable stay of seven weeks; hospitality is simply showered on you, and you had your first sight of the maple trees; there are not, however, many of the forests left. From London a party of thirteen of us paid a visit to the Niagara Falls; they are truly wonderful, and at the same time very beautiful; the bridges and islands and greenery making up a beautiful picture not easily forgotten.

Our next stopping place was at New York, a wonderful city, with its population of over two millions, its elevated trains, beautiful streets, avenues, and handsome residences.

We left New York by the S. S. "Umbria," one of the Cunard Line, a very fine boat of over 8,000 tons, and arrived in Liverpool in seven days; there we had our first glimpse of