Barley-The demand is slow and market very dull. Sales of car lots on track at 34 to 39c for No. 4.

Focd-Millors held at \$14.25 to 14.75; loss than car lots, \$15 to 16; with core meal at \$13.75 to 14.25; granulated meal, \$18.50 to \$19.00.

Hay-Demand is called a little better, but it is not good. Receipts moderate. Quotations \$4 to \$7, according to quality.

Eggs-Sales at 191 to 20c per dozen.

Potatoes-Offering at 37 to 42c per bushel, as to quality.

Apples-Quoted \$3.75 to 4.50 per barrel.-Market Record, November 2.

Live Stock Markets

At Liverpool on Oct. 30 the demand for cattle was weak and prices lower, 5d being the top for the choicest Canadians offering. The receipt of Canadian and United States cattle was fair and the general supply fair. The range of prices was:-Finest steers, 10c; good to choice, 94c; poor to medium, 84c; inferior and bulls, 64c.

The Montreal Gazette reports the market there on October 30 as follows:--

"The shipments are running vory small and are likely to continue light until the close of the season. It is said that there are about 1,000 ranchers yet to come forward, and there will be about 2,000 from Oatario. If these figures prove correct the shipments for the season will reach about 83,000, or about 15,000 less than last year. At the East End abattoir this morning there was 550 cattle, 2,000 sheep and 50 calves offered for sale. There was a good attendance of butchers but trade was slow. A few Manitoba cattle made 4c, but the average price for the best cattle offering was 345 to 33c. Calves were in demand, selling at 53 to \$10 seach. Sheep and lambs were easier, the former selling at 140 to 30, and the latter 23c to 4c."

Chicago Board of Trade Prices,

There was no meeting of the board on Monday. O: Tuesday wheat opened Ic lower than Saturday, and declined about 2c more, closing 24 to 235 lower than Saturday. Corn and oats were slightly lower. Closing prices were:—

Oct. 621	Dec.	May. 703	
	88	421	
28		311	
16 (0			
10 25			
8 80			
	62} 38j 28 16 CO 10 25	621 631 351 83 28 281 16 C0 10 25	

There was no meeting of the board on Wednesday, owing to the funeral of the assasinated Mayor Harrison being held.

On Thursday wheat was active and unsettled, and the close a fraction higher than Tuesday. Closing prices were :--

	Nov.	Dcc.	May	Jan.
Wheat	623	64	71	
Corn	381	333	424	·
Oats	283	231	821	~
Pork	<u> </u>			14 55
Lard				8-424
Ribs				7 50
On Friday wheat	was di	ill, bu	t close	ed frac-

tionally higher, within a narrow range. Closing prices were :--

		Dec.	Jun.	May,
Wheat	621	64		713
Corn	332	883		421
Oats	284	£9 *		421 321
Pork			14 55	
Lard	9 45		8 671	
Short Ribs			7 55	

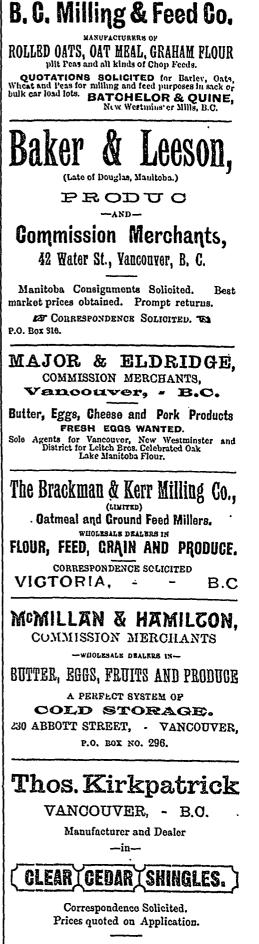
On Saturday, Nov. 4th, wheat was weak closing at 612c for November and 623 to 623c for December. This is a decline of 1c from the opening price of the day. A week ago December closed at 664c per bushel.

A Vancouver telegram says the exact insurance on the Jute company's premises destroyed by fire this week is \$27,000, divided between fitteen companies. The loss over insurance is \$5,000. The company will rebuild at once. Manager Lowis of the Toronto branch of Mooroe. Miller & Company, brokers, denies the truth of the reported failure of the firm. He says only the Montreal branch has been closed, and that the firm is thoroughly solvent.

I'he Pacific Canadian suggests the advisability of a new close season at this time of the sockeyes' return from their spawning grounds. It also thinks that it would instead be better to limit the grant of such licenses to British sub. jccts who are also rermanent British Columbian residents. At present a large part of the wages carned in the B. C. fisheries leaves the province immediately after the close of the season.

The leading feature of the Review of Reviews for Novembor is its presentation of the "Possibilities of the Great Northwest," in an article by S. A. Thompson, and in a supplementary article by Dr. Emory R. Johnson, upon "Inland Water-ways for the Northwest." Mr. Thompson, as secretary of the Duluth Chamber of Commerce, has for several years been actively engaged in searching out and applying effective means for bringing the great states northwest of the Mississippl, and the great Canadian provinces belonging geographically to the same region, into closer communication with the rest of the North American continet. He is therefore able to write with an enthusiasm born of intimate knowledge of the subject and supported by very important and surprising statistics. Dr. Johnson is lecturer on Transportation in the Wharton School of Finance and Economies, University of Pennsylvania, and has recently published a monograph upon "Inland Waterways." Dr. Johnson particularly emphasizes the importance of canal and river transportation as a means of lowering railway rates, and he finds a very large social as well as economic influence resulting from this extension of facilities for shipping and for personal travel. These two articles suggest a future of almost unimaginable growth for the great Northwest. Each article is fittingly illustrated.





LOWEST MARKET RATES GUARANTEED.