

sales of shelf goods, although this also shows an inclination to fall off. Collections are reported fairly satisfactory. Cut nails have dropped a little, and ingot tin has advanced in sympathy with eastern markets. Prices are: Cut nails, 10d and larger \$3.75; I. C. tin plates, \$3.75 to \$6; I. C. tin plates, double, \$11.50 to \$12.00; Canada plates, \$4.00 to \$4.25; sheet iron, \$3.75 to \$5.50, according to grade; iron pipe, 35 to 40 per cent off list prices; ingot tin, 35c per lb., according to quality; bar iron, \$3.00 to \$3.50 per 100 lbs.; shot, 6 to 6½c per lb.; tarred felt, \$2.75 to \$2.95 per 100 lbs.; barbed wire, 6½ to 7c. The sales in shelf hardware show a falling off in volume since our last report. Collections are reported fair to good.

HIDES.

The drop in prices noted in our last has been a lasting one, and no change has as yet taken place. Receipts are at a fair average. Prices offered are: Winnipeg inspection, No. 1, 5c; No. 2, 4c; bulls, 3½c; calf, fine-haired real veal, 6 to 11 pound skins, No. 1, 7c; No. 2, 6c; sheep pelts, 25 to 50c; tallow, scarcely saleable at any price.

LEATHER AND FINDINGS.

There has been a little more activity in this branch since our last report, but sales are still slow. Collections have improved considerably. Prices are: Spanish sole, 28 to 31c; slaughter sole, 30 to 32c; French calf, first choice \$1.25 to \$1.50; Canadian calf, 90c to \$1.00; French kip, \$1 to \$1.10; B Z kip, \$5 to 90c; Bourdon kip, 75c; slaughter kip, 55 to 65c; No. 1, wax upper, 45 to 50c; grain upper, 55c; harness leather, 31 to 34c for plump stock. American oak sole, 45 to 60c; buffe, 17 to 22c a foot; cordovan, 23 to 25c; pebble, 21 to 23c; colored linings, 12c.

PAINTS, OILS AND COLORS.

There has been a very quiet feeling reigning since last report, and about the only sales have been of illuminating oils. Prices are nominal, and about the only change is in whitelead, which has advanced. Prices are: Turpentine, 80c in five-gallon cans, or 75c in barrels; harness oil \$1.25; neatsfoot oil, \$1.50; linseed oil, raw, 70c per gallon; boiled, 73c in barrels or 5c advance in five-gallon lots; seal oil, steam refined, \$1; castor, 12½c per lb.; lard, No. 1, \$1.25 per gal.; olive, oil, pure, \$1.50; union salad, \$1.25; machine oils, black 25 to 40c; oleine, 40c; fine qualities, 50 to 75c. Coal oils, silver star, 25c; water white, 28c. American oils, Eocene, 34c; water white, 31c; sunlight, 27c. Calcined plaster, \$4.25 per barrel; Portland cement, \$5 to \$5.50; white lead, genuine, \$7.25; No. 1 \$6.75; No. 2 \$6.25; window glass rat break, \$2.25.

STATIONERY AND PAPER.

Business is reported good for the week, the sales of fancy lines being particularly satisfactory. Collections, especially from the country, are reported good.

WINES AND SPIRITS.

There has been considerable increase to the volume of sales since our last report, and more imported goods are moving. Collections are reported a little slow. Quotations are now as follows: Canadian rye whiskey, five year old, \$2.49; seven year old, \$3; old rye, \$1.75; Jules Robin brandy, \$4.50; Bisquet De.vouche & Co.,

4.50; Martell, vintage 1885, \$6.50, vintage, 1890, \$7.50; Hennessy, \$6.50 to \$7.50 for vintage 1885 to 1890; DeKuyper gin, \$3.50; Port wine, \$2.50 and upwards; Sherry \$2.50 and upwards; Jamaica rum, \$4.00 to \$4.50; DeKuyper red gin, \$11.50 per case; DeKuyper green gin, \$6.50 per case; Tom Gin, \$9.00 to \$10.00; Martel and Hennessy's brandy, one star, \$14 per case of 12 bottles; v. o., \$19; v. s. o. p., \$22.

THE MARKETS.

WINNIPEG.

GRAIN AND PROVISIONS.

The grain movement during the past week has shown but a small increase upon that of the previous one, and circumstances have combined to keep it down much lower than it might have been. At most western points there has been a shortage of cars, and although no actual block is as yet reported, the storage capacity of many country elevators has been pretty well tested. Farmers are well aware that there is a scarcity of cars, and hold off in selling and delivering in consequence. This has prevented a block at many points, and in some it has been narrowly escaped. The average daily movement of wheat would not exceed 50,000 bushels, and still the C.P.R. carrying facilities have been fully taxed to handle this volume. Mills were all running full capacity up to Thursday night, when the city mills were destroyed by fire. The movement of flour east still keeps up its volume, while the western orders contribute to the general activity. Rough grain has been very slow in movement. Oats have not been plentiful by any means, although there is sufficient for all local demands, while barley sales have been confined to a few street receipts. In provisions the business done has been about an average, but the local scarcity of hogs tend to make matters quiet.

WHEAT.

There has been a slightly upward tendency of prices during the week and at some outside points competition carried prices away above a shipping margin. In the city street receipts sold from 56 to 58c, while car load lots of No. 1 have sold on a basis of 58 to 59c on track here. No. 2 hard and No. 1 northern ranged about two cents lower, while 2 northern was worth about 54c.

FLOUR.

Altogether the feeling in eastern markets has been easier the demand from there is active, and prices have dropped but very little. The city business has been quiet, but prices have held steady and no change. Prices are: Patent, \$2.15; strong bakers, \$1.90; XXXX, \$1.40; superfine, \$1.25.

MILLSTUFFS

Ton lots of bran are still sold at \$10, and shorts at \$12. Car load lots are quoted about \$1 lower, and even this price can be shaded.

OATS.

At outside points car lots for places between here and Lake Superior have sold on a basis of 23 to 24c on track here, and one choice car of white for milling brought one cent more. Street receipts find ready sale at 23 to 25c, according to quality.

BARLEY

Receipts have been very light during the week, and scarcely any good malting lots have been received. In the city street receipts have been confined to feed lots some of which have been bought as high as 34c, although 23 to 32c is the regular range.

POTATOES.

The movement is still confined to small lots of fifty bushels or so, sold from city stocks at about 50c. No receipts from the country can be had, and no car lots are asked for or offered.

EGGS.

Receipts of fresh are now down to a very low ebb, and can scarcely be quoted. Prime pickled and case lots are held at 22c.

BUTTER.

Although there is abundance of butter being offered the supply of really first-class quality is not greatly in excess of the local demand. Ten and half ton lots of what are only mediums are being freely offered and in fact peddled at the prices offered for prime stock. First-class butter will sell readily in lots up to 30 or 40 tubs at 20 to 21c; but no medium or lower grades are selling, nor will sell until buyers and sellers can bridge over a difference in price of at least three cents.

CHEESE.

The business is still confined to the wholesale grocers who offer to retailers at 13 to 13½c for prime.

LARD.

The feeling during the week has been decidedly firm. The lowest quotations heard has been \$2.25 for 20lb pails, while some prime local product has sold freely at \$2.30 and is now held at \$2.35.

CURED MEATS.

There is no change to report in prices as yet. Dry salt bacon is steady at 11 to 11½c; and smoked at 12½c; spiced rolls are worth 14½c; breakfast bacon at the same, Eastern hams sell from 13½ to 14c, and Chicago at 15c.

DRESSED MEATS.

Carcasses of local fed mutton have sold at 9 to 10c; hindquarters of beef are held at 5c and forequarters at 3½ to 4c. Dressed hogs are still at a ransom, 7½c being the standing offer for them.

Tea Trade in Canada.

While journeying along over the prairie, there passed us east-bound a train of freight cars laden with tea, on the through route from Japan by way of the Canadian Pacific to the Atlantic seaboard. This tea trade is an important matter for the railway, and is working a great change in the route taken to fetch teas and Japanese goods to Canada and the United States. Cargoes have already been passed over the railway in 47 days from Yokohama to Montreal, and 49 days to New York. The trains made the distance between Vancouver and Brockville, Canada, where the tea is delivered to the United States railways, in 137 hours.

The delivery of this freight is accomplished ahead of the other transcontinental routes by moving the tea trains at a speed of about 20 miles an hour, which, added to the fact that the line across Canada is the shortest, gives the shipper much advantage. Compared with the Suez Canal route, the saving in time to Montreal and New York is 25 to 30 days, besides the advantage of avoiding transshipment at New York, which saves both expense and damage. The freightage to the railway is about £100 per car. The distribution for the Western States is made from Winnipeg by the railways leading southward; while the eastern consignments, as above stated, are delivered at Brockville, on the St. Lawrence, just below Lake Ontario, whence they pass to the New York Central Railway station system. This is the early development of a new trade route half-way round the world that may become important.—*Cor. London Times.*